AIRFIX magazine

For plastic modellers

ONE SHILLING MONTHLY

APRIL 1963

IN THIS ISSUE

Tools for plastic modelling ★ 1:600 scale 'Warspite' and new Motor Racing items from Airfix ★ Developments in nuclear shipping ★ Profile: A Manchester from the Airfix Lancaster kit

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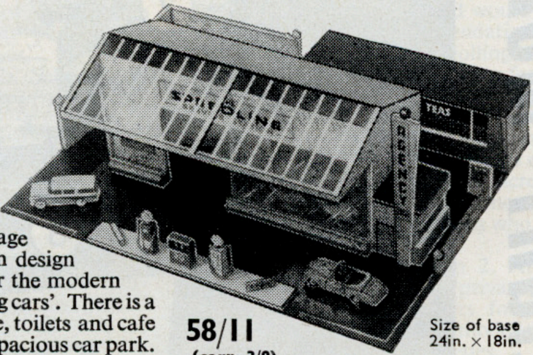

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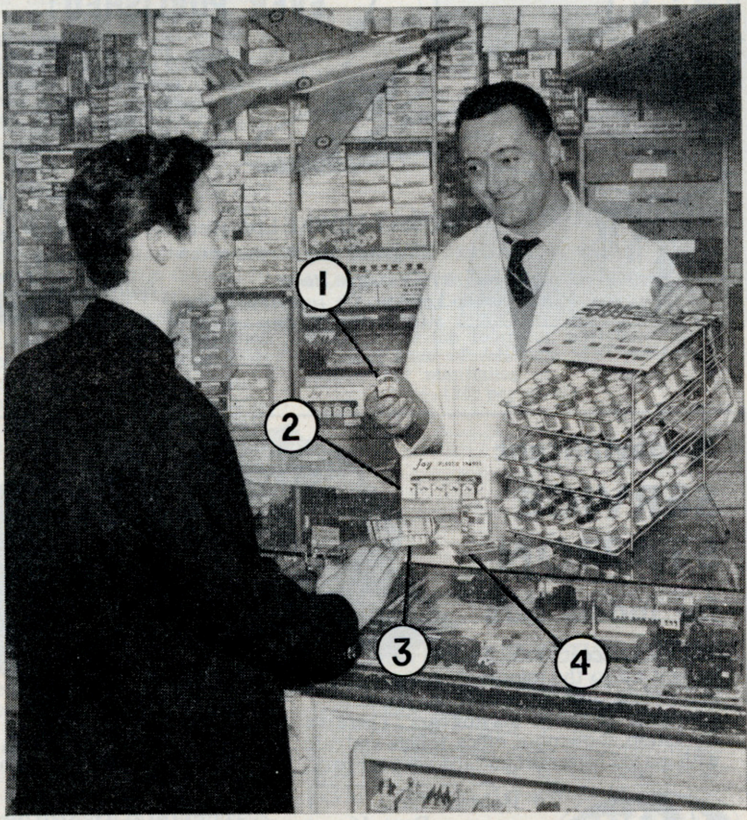

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AIRFIX MAGAZINE

For plastic modellers everywhere

VOLUME 3 NUMBER 11 APRIL 1963 ONE SHILLING MONTHLY

EDITORIAL DIRECTOR
Alan Brinton

EDITOR
John Blunsden

ASSOCIATE EDITOR
Darryl Reach

ART EDITOR
Michael Rogers

ADVERTISEMENT DIRECTOR
Patrick Stephens

EDITORIAL OFFICES
Brands Hatch Circuit,
Fawkham, Dartford, Kent.
Telephone: West Ash 411

ADVERTISEMENT DEPARTMENT
Ludgate Circus Buildings, London, EC4.
Telephone: LUDgate Circus 8222

CIRCULATION DEPARTMENT
Surridge Dawson & Co Ltd,
136/142 New Kent Road,
London, SE1.
Telephone: RODney 5480

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Progress in propulsion

IN this issue, two of our regular contributors discuss important new developments which could significantly affect both sea and road transport in the future. On page 338, our shipping correspondent writes in some detail on the building of nuclear-powered cargo and passenger ships. He gives details of the present research programme and designs considered suitable for atomic propulsion.

Nuclear-powered vessels, of course, are already in existence, including the American *Savannah* (the world's first nuclear-powered passenger and cargo ship) and submarines. There seems every likelihood, therefore, that this form of propulsion has a big future, providing the cost can be kept within reasonable limits.

On page 340 this month, our motoring correspondent gives details of the first gas turbine-powered car ever to be entered for an International motor race. A joint venture between the Owen Organisation and Rovers, the entry of a Rover-BRM two-seater sports-racing car for this year's gruelling 24-hour race at Le Mans in June is a very courageous effort.

As builders of the BRM racings cars, the Owen Organisation are experts at chassis and suspension design, while the Rover company has spent many years on research and development of gas turbine-powered cars. The reliability of this form of engine must now have reached an encouraging level for Rovers to decide to prove it publicly in a famous motor race. Though they still have no immediate plans to produce a turbine-powered car for sale to the public, Rovers must by now have a lot of confidence in its sales potential.

In America, the giant Chrysler Corporation has made big strides in the development of turbine-powered passenger cars, and one cannot but wonder how long it will be before the first production turbine-powered car will cross the Channel on a nuclear-powered ferry!

Cover picture

This De Havilland DH 104 *Dove Mk* 8 *provides speedy transport in Europe for company executives of J. C. Bamford (Excavators) Ltd, of Rocester. The first British business aircraft to fly behind the Iron Curtain, in two years it has visited* 98 *different airfields in* 22 *different European countries. Powered by two* 400 *bhp De Havilland Gypsy Queen* 70 *Mk* 3 *piston engines, its maximum cruising speed is* 210 *mph at* 8,000 *feet.*

IN THE AIR

BY ALAN W. HALL

JUDGING by the number of letters I have received about the Ansons in Southern Rhodesia around 1946-47, there seems to be a great deal of interest in this subject. Unfortunately, I can give very few extra details, apart from those already related. The members of the aircrew usually flew one of three aircraft and there were, after all, not more than a dozen Anson Mk1s on strength before the arrival of the Mk20s.

Amongst the interesting correspondence I did receive was one letter from Mr G. A. Jenks, who sent me another photograph of one of the Air Training Group Ansons and, more important still, a shot of one of the Harvards at RAF Thornhill before these moved to RAF Heany, near Bulawayo. These aircraft were almost as interesting as the Ansons, as they were all ex-lease lend aircraft which were presumably bought outright by the Air Ministry to start operations in Rhodesia when the new Group was formed.

One of my most unhappy memories of my arrival at Thornhill was the job that most of the station personnel were engaged in, and that was breaking up a large number of Fairchild Cornell trainers which had been used during the war and were not required to be returned to the States. From the 'knocked down' produce of these aircraft and their packing cases, members of the station built a stage, cinema and roller skating rink in one of the hangars.

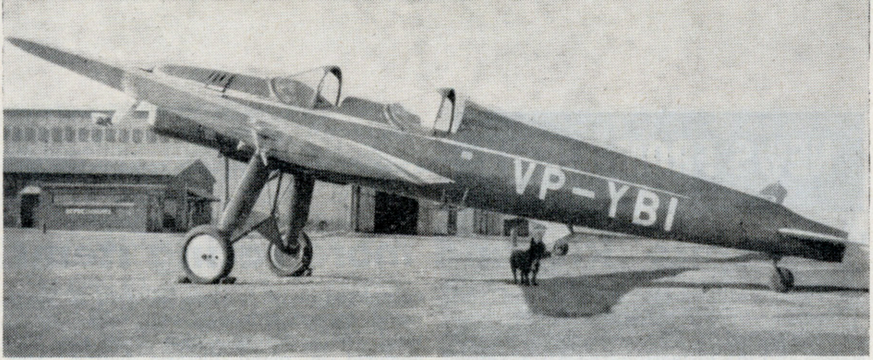
The Harvards were standard North American AT-6s, and included American radio gear which was a mystery to the Signals section until a handbook was found dealing with its maintenance. As can be seen from the photograph, they were left natural metal finish all over, apart from a black anti-dazzle panel forward of the cockpit. Markings were standard for the period and the aircraft codes were of two-letter configuration, the first letter always being an 'X' and placed before the roundel on each fuselage side.

Apart from the service aircraft in Rhodesia, a strong civil aircraft interest was developing during the time I spent there. The two main civil fields were at Belvedere (Salisbury) and Kumalo (Bulawayo). BOAC ran their Avro York service through Belvedere en route for Johannesburg, and South African Airways and Central African Airways ran a Viking service from Entebbe through Salisbury and Rhodesia. Feederline services using Doves were also run by CAA to Gwelo, Livingstone and Umtali.

Due to be phased out of operations in this country during the year, the Boeing B-47 Stratojet has been a familiar sight to spotters over the last ten years.

From the private aircraft point of view, there were many interesting types to delight the eye of the enthusiast. Most of these were American light types, such as the Luscombe Silvaire, Ercoupe, Globe Swift and the early Cessnas. Austers were the principal British export, though many war surplus Tiger Moths did good service. Apart from these there were a whole load of 'left-overs' from pre-war days most of which, rather naturally, came from the de Havilland stable. All of these were of great interest, but one particular aircraft that caught my eye was one of those illustrated this month.

Many of my readers must be aircraft recognition enthusiasts, apart from their model-making activities, so to test your skill in this direction I ask you to identify the aircraft in the photograph. It's not easy but it would be interesting to see if anyone can provide the answer. Just to make it more difficult I'm not giving any clues, apart from the fact that it was based at Kumalo in 1946 and that it wasn't a home-built job. The answer, and a few brief words about its history, will appear in the May issue of AIRFIX MAGAZINE. The sender of the best correct solution will be awarded a free Airfix kit of his choice.



What is it? This unusual aircraft was seen at Kumalo airport, Southern Rhodesia, in 1946. *It has an interesting history, but can you recognise the type? Answers next month.*

★At the same time as the Airfix model of the Hawker P1127 hit the model market last month, the full-size aircraft featured in the news for its first-ever landing on an aircraft carrier deck, and the news that its larger Mach 2 derivitive, the P1154, was to be developed as a Hunter and Sea Vixen replacement. For three days from February 8, Bill Bedford and Hugh Merryweather, the Hawker test pilots, took XP831 through its paces on board HMS *Ark Royal* in a series of tests sponsored by the Ministry of Aviation. Apart from a 'most encouraging' comment from the manufacturers, little else has been released about these trials, but it is obvious that they were connected with the future development of this type of VTOL aircraft for use both at sea and on land in a strike/attack role.

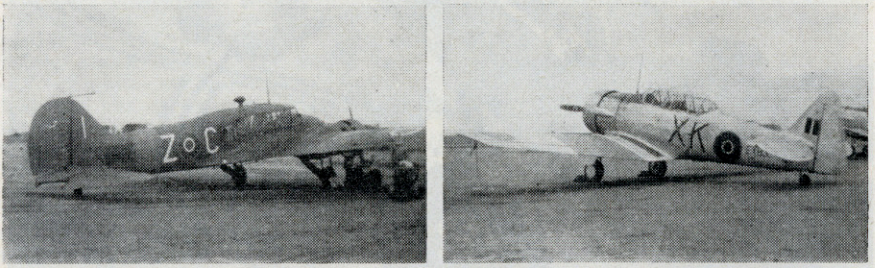
★The Air Ministry has announced that No 56 Squadron, based at RAF Wattisham and equipped with Lightning F Mk 1As, is to provide the 1963 Fighter Command aerobatic team. As with their predecessors, No 74 Sqdn, 56 will have a coloured fin and rudder and dorsal spine to their aircraft and the unit emblem on a white ground on the fin. No 56 is commanded by Squadron Leader D. J. Seward.

★The United States Air Force announced last month that the B-47 Stratojet would shortly be completely phased out of operations, both in its home country and overseas. Until recently, aircraft of this type have been in the United Kingdom serving on a rotational basis from the States, and could be seen at such airfields as Fairford and Brize Norton. I also hear that Republic F-105s will be replacing the ageing F-100 Super Sabres at Wethersfield and Lakenheath in the coming months.

★An interesting side light on the great increase of trans-Atlantic air travel came in an announcement from Pan American Airways recently. They estimate that one of their aircraft takes-off from an airfield in the United States bound for Europe once every 98 minutes throughout the summer period. There are now 204 Panam USA to Europe flights every week, 42 of which are between London and the terminal in New York.

★In an effort to reduce the number of empty seats on BEA's internal services, the Corporation has introduced a system of 'Standby' fares for passengers who fly without booking in advance and take a chance on getting a seat. By turning up at the city terminal 15 minutes in advance, and trusting to luck that there will be a vacant seat, a passenger will have the fare reduced by one third. This makes the passenger/seat/mile work out at the remarkably cheap rate of less than twopence a mile. The system will be given a trial starting this month and ending in October.

*Two more interesting shots of aircraft in the Rhodesian Air Training Group, supplied by Mr G. A. Jenks. On the left is Anson Mk*1 *DJ*563 *and right Harvard II EX*832.



NEWS FROM AIRFIX

The world's greatest value in construction kits

'Warspite' kit, and more racing items

A 1:600 scale construction kit of the famous British battleship HMS *Warspite* has joined the *Victorious*, the *Hood*, the *Nelson* and the *Bismark* in the Airfix Series 4 warships fleet. At the same time comes news of big developments in the Airfix Motor Racing range, and the addition of several new items to the Betta Bilda series.

Selling for 6s, the Airfix *Warspite* kit contains 135 parts, moulded in grey plastic, and the fully-assembled model measures 12¾ inches long. Features of this super-detailed model include four swivelling gun turrets, 16 moving guns, two moving cranes, 13 auxiliary boats (whalers, launches, lifeboats, etc), four anti-aircraft guns, four pom-poms, two aircraft, and fully-detailed rudders and propellers. Two base cradles are also provided, on which to display the finished model, together with full assembly and painting instructions and a tube of plastic cement.

HMS *Warspite* had a length of 640 ft, a beam of 90 ft and a draught of 31 ft. Her armament consisted of eight 15-inch guns, eight 6-inch guns, eight 4-inch AA guns, four 3-pounder guns and numerous 40 mm and 20 mm anti-aircraft guns. She could carry four aircraft and had a fixed catapult. Her peacetime complement was 1,124 officers and ratings, and the four shaft geared turbines gave her a speed of 24 knots.

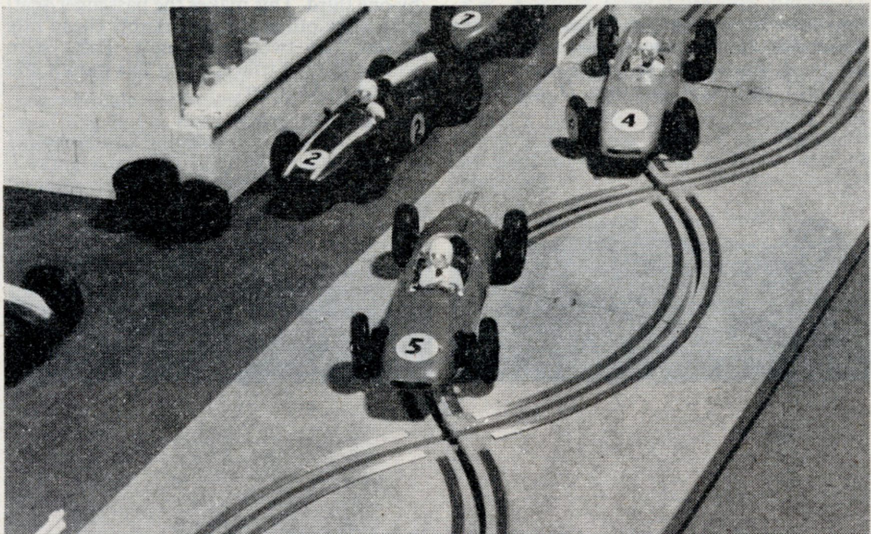
The vessel was laid down in 1912 and completed in 1915. Then followed 30 years naval service (through two world wars) until 1946, during which time she was engaged in many historic battles. Her adventures included taking part in the second Battle of Narvik, where *Warspite* and her attendant destroyers wrought havoc among the German craft. Later in the second world war came the climax of her proud record in the Mediterranean, when she survived the ordeal of 400 bombs that were aimed at her during the Battle of Crete. *Warspite* later took part in the Japanese campaign in the Far East, followed by more Mediterranean service and the bombardment of the Normandy beaches.

In March 1946, the Admiralty announced that *Warspite* was to be scrapped. But in 1947 she ran aground off the Cornish coast and thus escaped the breakers' yard.

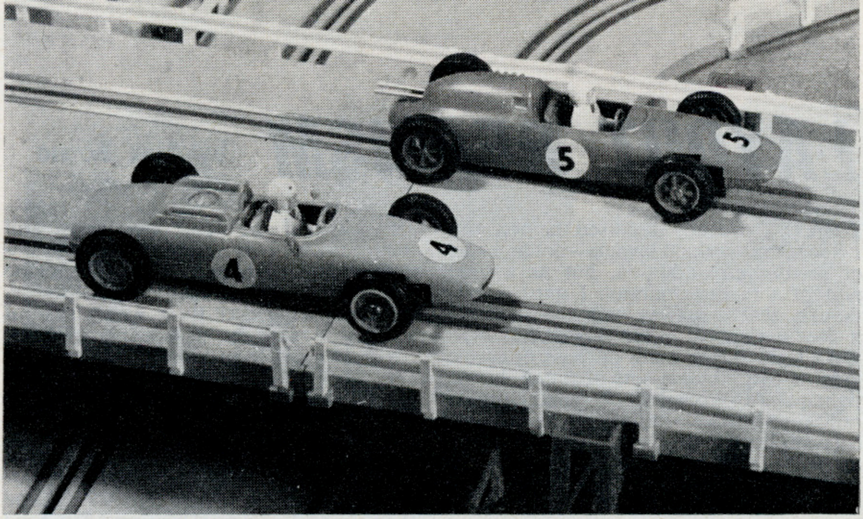
More Motor Racing developments

The basic Airfix Motor Racing set has now been greatly improved, and the revised set (designated MR11) now contains five new double-length (14½ inch) straight track sections; four new 90-degree double-length curves; two 45-degree curves; one single-length straight track (7¼ inch); and one terminal track section (7¼ inch). Also, the curves now have provision for crash barriers on the inside, and the bridge supports have been modified so that the fly-over can be assembled at a predetermined maximum height.

The larger track sections and an im-



Among the new items of Motor Racing track is this cross-over section. In two parts, it measures 7¼ inches overall and costs 9s.



Two new cars have been added to the Airfix Motor Racing range. Selling at 16s 6d each, they are a GP Porsche (nearest camera) and a GP Lotus.

proved nylon track connector enable a figure-of-eight circuit of greater rigidity to be assembled within the previous overall area of 5 ft 3 in by 1 ft 9 in. And, perhaps most important of all, the price of the set has been reduced from £5 17s 6d to £4 19s 11d.

A completely new, and larger, set (MR15) is also announced which, like the other set, incorporates a fly-over. This larger set (which sells for £6 19s 11d) comprises 15 ft of track, made up of the following: ten 45-degree outer curved track sections (for four-lane racing); seven double-length straight sections (14½ inch); one single straight track section (7¼ inch); one terminal track section (7¼ inch); plus, of course, track connectors, bridge supports and controllers.

Two exciting new cars, a Grand Prix Lotus and a Grand Prix Porsche, will be featured as standard in this new set, which enables a figure-of-eight circuit to be assembled (incorporating a fly-over) measuring 7 ft 2 in by 2 ft 3 in overall.

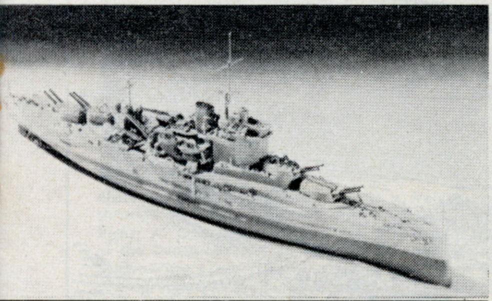
The following new items appear in these two new sets, and are also available separately at the prices given: double-length straights (5s each); double-length (90-degree) inner curves (5s each); 45-degree outer curves, enabling four lanes to be raced (4s 6d each); Porsche (16s 6d each); and Lotus (16s 6d each). In addition, there is a new cross-over track (7¼ inch) at 9s per set, and the electric motors which power the cars are also available separately, price 10s 6d each.

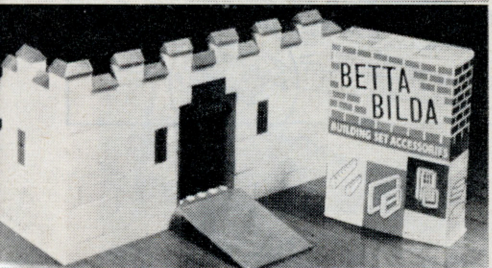
Other exciting Motor Racing accessories will be announced shortly, which will enable table-top dicers to add still more realism to their model racing circuits.

Even better Betta Bilda

The ever-popular Betta Bilda range of building sets and accessories has been further extended by the addition of seven new accessory packs. They are assorted whole and half bricks in clear plastic (54 pieces, 1s 8d); castle accessories, enabling battlements to be reproduced (52 red pieces, 1s 8d); wheels (22 white pieces, 1s 8d); assorted curved bricks (54 white pieces, 1s 8d); large bases (6¼ inches by 4⅜ inches, 1s 3d each); doors and windows (15 blue pieces, 1s 8d); tiles (75 red pieces, 1s 8d); and Dormer tiles (75 red pieces, 1s 8d).

All the items described this month are now generally available.





Above, left: *A 1:600 scale kit of the* Warspite *has joined the Airfix fleet, price 6s.* Below, left: *One of seven new accessory packs added to the Betta Bilda range is this set of castle accessories, which enable battlements to be built*

LAYOUT REALISM

by Alex Bowie

I HAVE frequently discussed the necessity for scenic work on layouts—not as a sort of pretty-pretty addition, but as a vital part of a realistic railway. I must admit, though, that a railway with too much of it does not appeal to me *personally*.

As I see it, the main purpose of scenic work is to provide a sort of frame. In the right quantity, a scenic background knits the railway together and, if properly done, concentrates the eye towards the railway proper. Maybe some of you have noticed how a real train travelling through open country rivets the attention, whereas in a built-up area the train is often overwhelmed by its surroundings and dwarfed by the sheer numerical superiority and size of the buildings around it.

The best scenic work, therefore, is that which takes a secondary role, without too many features to distract the eye. But that doesn't mean to say that it shouldn't be as carefully put together as the rest of the railway, or that it should be inaccurate in outline. Quite the reverse, for nothing—and I repeat nothing—dominates a layout more than indifferent scenic work.

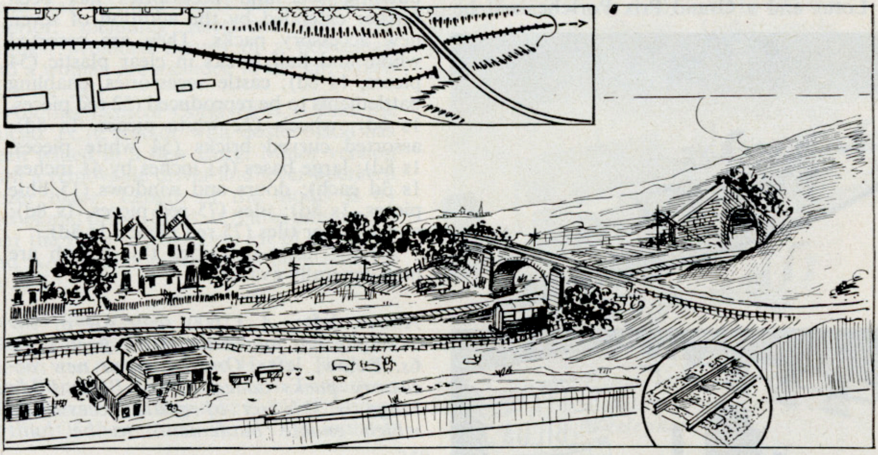
I don't want to be too critical, but it seems a sad reflection when we realise, for instance, that the only brick paper still freely available is oversized, utterly unrealistic and guaranteed to spoil even the best model. A few halfpennies cheaper, perhaps, but if ever there was a case of spoiling layouts for a ha'porth of brick paper, this is it.

Be discreet

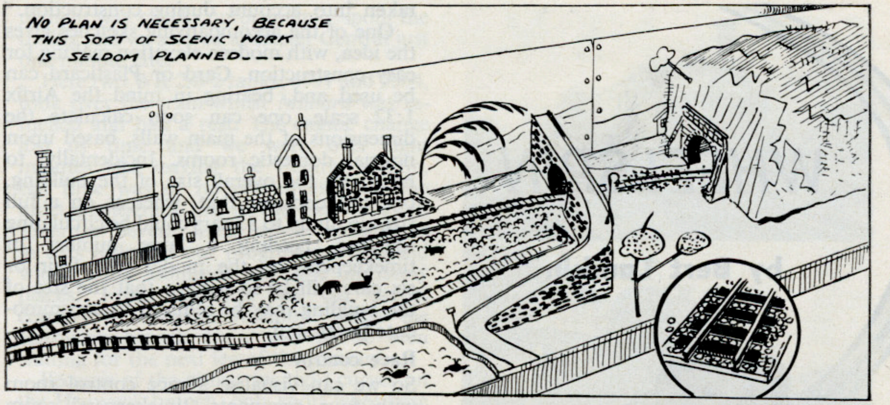
Printed background scenes, too, should be discreet. Some of those on the market should please Donald Duck, but are more appropriate to a pantomime background than a model railway. There are a few good ones available, but if you can't get these in your locality, I strongly advise a plain sky of flat pale blue emulsion reinforced by a simple built-up embankment.

Those of you who can paint a back scene have fewer problems. Quite a number of people will find that painting hills and embankments is fairly easy after a little practice. Trees are very difficult for the amateur to paint unless they are kept in the distance, when lack of detail will not be so important, and the very small painted trees won't clash with any large model trees you may be using in the foreground. Gouache colour is recommended by most professional scenic workers, but it is surprising how little it is used by amateurs. It does not fade rapidly, is easy to apply, covers well and is flat, and can be best applied on a hardboard background of sky blue emulsion.

Buildings, too, are best distant and without detail. Do them this way and you're



The same scene—tackled with realism in mind. Even if your results aren't *perfect, nothing could be worse than the old style scenic of the other sketch. But you may be better than you think,* if you use the real thing as a guide. *Plastic buildings are best in the foreground—they stand up better to accidental knocks.*


NO PLAN IS NECESSARY, BECAUSE
THIS SORT OF SCENIC WORK
IS SELDOM PLANNED---

Looks silly, doesn't it? Yet every fault shown is still quite common. The overpowering unrealistic backscenes, the spotted dog brickpaper and the bridge going nowhere. There are some other common mistakes, too. Polyfilla mixed with kingsized cork granules, supposed to look like grass or earth (take your choice!) Ocean sized ripple-glass 'waves' in the backwater pond. Cows marooned in the middle of two unfenced tracks. And trees, of fern or sponge rubber, which would send any horticulturalist up a tree. The upright tunnel is a favourite, with grass growing horizontally—and as for that track, each cork chip is the size of a scale engine driver's head.

killing *four* birds with one stone. Firstly you can get passable results without skill. Secondly, you are creating an impression of size and distance. Thirdly, your painted scene won't overwhelm the layout, because its buildings won't be obtrusive. Fourthly, you won't have the trouble with perspective that you get with paintings of close-up buildings. For most people a built-up scene is easier to create than a painted one, and what's more, is simpler to alter and improve if you don't get it right first time.

Ways of making embankments are so numerous that it's easy to get confused. As far as final results are concerned, one can be as good as another. But for sheer ease, softboard, split in half thickness, takes some beating. Firstly, it is almost self-supporting, and is far cheaper than lint, wire netting, or most of the other popular ingredients. Not only that, if properly used, its rough texture needs very little extra work to give it the authentic touch.

Rail realism

Most people realise that rails look better if they are rusted at the sides, but bright rust red shouldn't be overdone. Nor in most cases should rail sleepers and ballast be of widely different colours. Have a look at the *average* length of prototype track, and you find that all the component parts have muted to a fairly similar colour—an overall light mud brown in most cases.

Some modellers, with the best of intentions, slosh the 'mud' or dirt on too thickly, and too streakily. It looks very artistic and convincing until you compare it with the real thing, when you note that the exaggerated Picasso influence is a little out of place in a model. For photo-accuracy is more important than artistic licence.

That Norman church

The Airfix church has been converted into station buildings by hundreds of discriminating modellers, and is, of course, of Norman or Saxon style, made of smallish stone *boulders*, or rough stones.

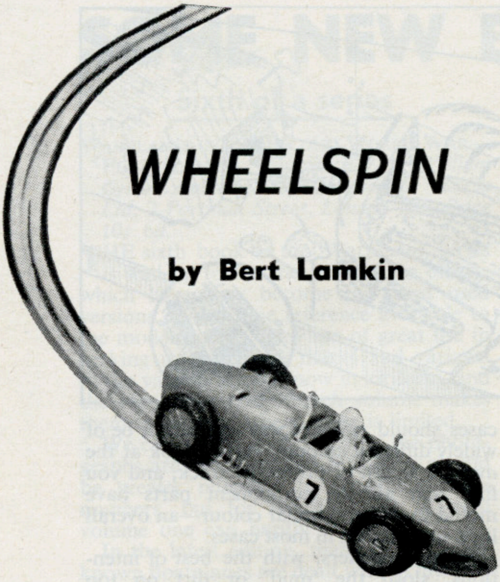
Some people, encouraged by observation of more recently styled multi-coloured *cut* stone buildings, paint the Airfix building in assorted colours. Generally speaking, this is wrong, and you can save yourself a lot of trouble by painting it a fairly even overall colour, about the same as a beach pebble. If you apply a *thin* wash of flat paint, more will get in the divisions than on the stones. A few dabs of rust near gutterings, even a little moss, should provide all the extra colour necessary, though a few stones of slightly deeper *shade* wouldn't be out of place here and there.

I have remarked before that the best way to get realism into a model is to observe the prototype scene. But you'll have one difficulty in the model which doesn't arise in the prototype. The boundaries of your railway landscape end very abruptly. A road, for instance, is supposed to go some-

Continued on page 337

WHEELSPIN

by Bert Lamkin



CONTINUING last month's article, the next items to be considered are the buildings associated with race tracks. The first and essential one is race control. This building usually incorporates accommodation for the timekeepers and commentator, as well as the race control staff. It is sited at the start and finish line of the circuit and so constructed that the occupants have an unobstructed view of the competing cars. So in the model these features must be taken into account during construction.

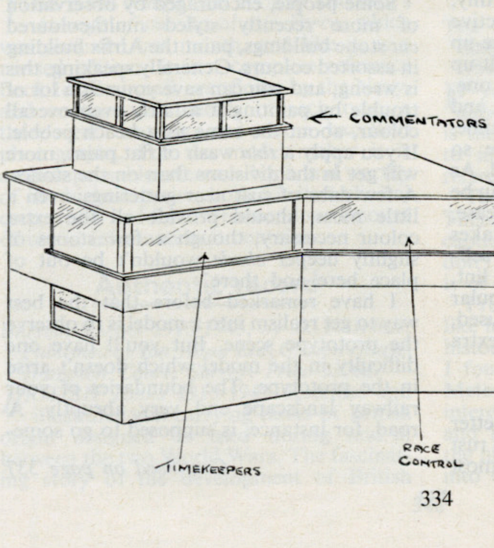
One of the accompanying sketches gives the idea, with modern elevation making for easy construction. Card or Plasticard can be used and, bearing in mind the Airfix 1:32 scale, one can soon calculate the dimensions of the main walls, based upon normal domestic rooms. Incidentally, to help with the overall size of the building, one can consider that, whereas on a full size circuit up to 35 cars could be circulating together, needing a large number of timekeepers, on the model only four or six cars will be in use, so that the size of the building may be reduced to accommodate fewer staff.

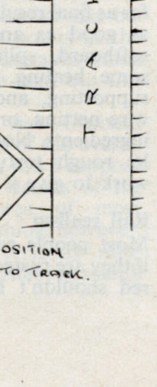
Race control

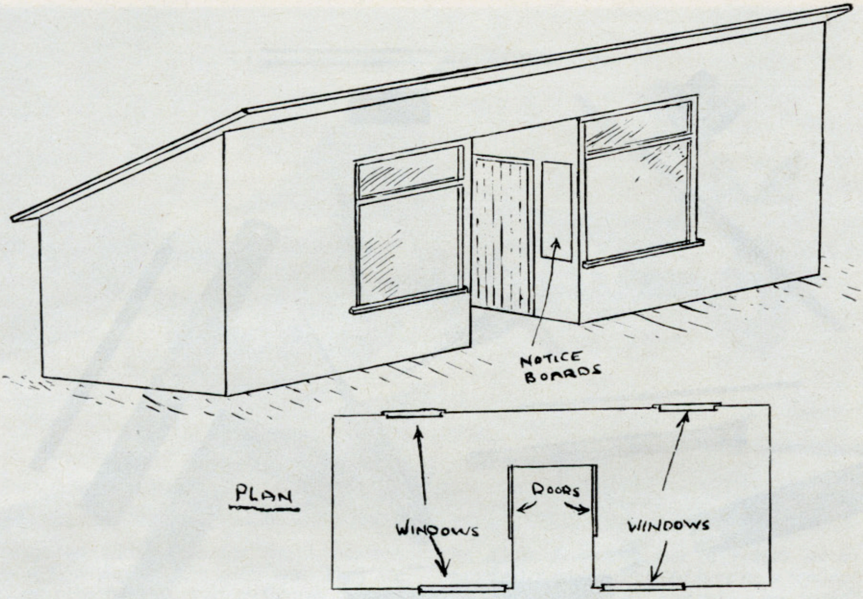
So we can visualise a race control room with four occupants, timekeepers' room with three or four people, and the commentators' box housing two. In the building shown, the ground floor is used by the first aid staff, race control and timekeepers are on the first floor and the commentator on the top.

The second building which is part of the administration caters for the competitors and marshals. This can be a single-storied erection and would, in actual practice, occupy an area of about 30 ft by 20 ft—a sketch gives a suggestion for this. The question of pits is one dependent on the size of the circuit being modelled, as they

This race control building, based on one at Mallory Park racing circuit, has doors in the back walls, internal stairways, and houses the commentator, timekeepers and race control officials.







Competitors and marshals are catered for by this race administration building based, once more, on an actual building. It could, of course, be fenced round with white palings.

must be sited correctly—that is by the side of a straight section, far enough back to allow plenty of room for cars entering and leaving near the paddock area and start line. On real racing circuits they are often opposite the race control building. One could always suppose the pits and grandstands to be on the outside of the model circuit, and so left to the imagination. The same rule applies as mentioned earlier—avoid congestion.

On the actual making of the buildings referred to, a framework of small section wood, such as balsa or obechi, helps and will give a sturdier finished job. Windows should be glazed with thin perspex or polythene sheet. Plastic window frames and doors could be used from some of the model building kits available. Always imagine yourself reduced to scale size and you will soon discover whether windows and doors are correctly positioned.

Avoid glossy finish

When your buildings are finally fixed, their bottom edges should merge into the ground—a touch of paint will give this effect. During the colouring stage remember that walls and roofs do not generally have a bright gloss finish.

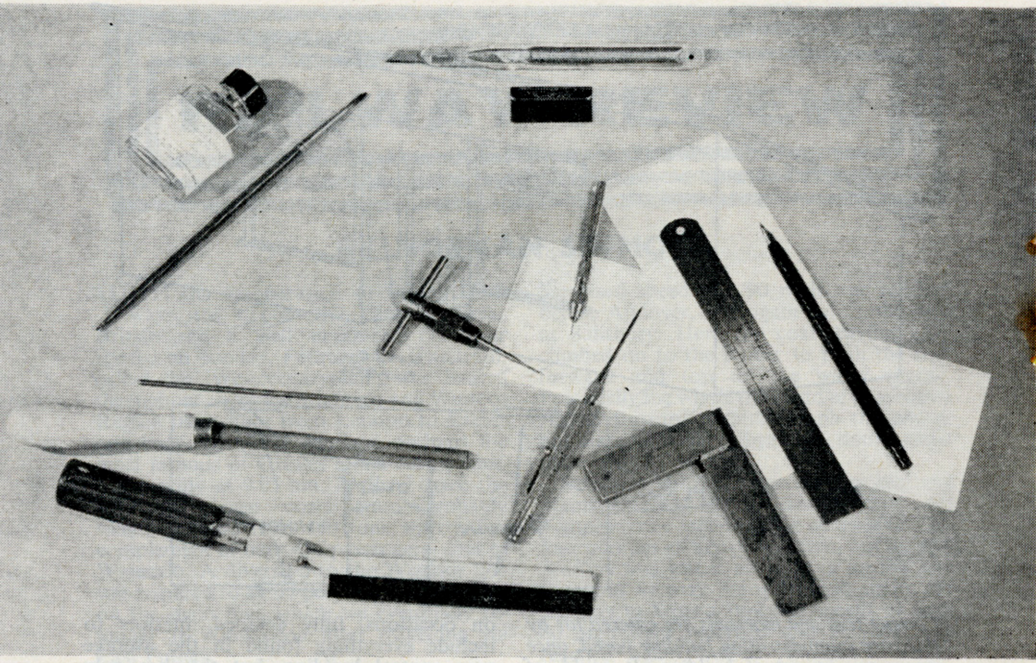
The amount of interior detail shown is very dependent on individual tastes. I have, on occasions, fully detailed interiors to include everything found in the average race control building, but this has only been done to satisfy myself, as much of this type of detail is not seen.

Having mentioned the first aid staff one should include an ambulance and breakdown van in the 'fittings'. These vehicles are always in attendance and so should have a place on the model layout. As they come under the jurisdiction of the clerk of the course, they are placed in the paddock with duplicates at strategic points around the circuit, but for models one of each type in the paddock will suffice.

You will find cars in the toyshops that can be modified fairly easily into the type of vehicle you want or, of course, they can be made from cardboard or balsa wood. The Matchbox series include both types of vehicle but they are to the wrong scale. They would, however, be good patterns from which to build.

This brings me to a feature that our model railway friends usually remember to incorporate in their layouts—roads. So make sure your paddock is accessible (the level crossing idea can be used—access to Mallory Park and Snetterton paddocks are like that).

From the foregoing the basic ideas for miniature race track building have been covered. Much will, of course, depend upon whether you are able to have a circuit with a 100 ft lap or a 10 ft lap.



Plastic modelling by Mike Bryant

TOOLS OF THE TRADE

THE Editor has been urging me for quite a time to write some general articles on modelling in plastic and the sort of tools and equipment which are needed, so here goes. It may seem an odd thing to say in a magazine devoted to plastic modelling, but the sad truth is that there are an awful lot of people who look down on plastic as a modelling medium and who consider it as something not to be mentioned in respectable circles. In a great many ways it is infinitely superior to wood and card, and it is hard to understand why modellers in this country do not seem to have taken to it as they have in other parts of the world.

Two reasons

Two things, I think, cause this state of affairs. Firstly, not every model shop stocks sheet plastic for sale in small quantities, and it is therefore not as easy to buy as the ubiquitous balsa and card. However, for some time now the firm of G. N. Slater, of 6 Dalveen Drive, Timperley, Altrincham, Cheshire, have been selling their own form of polystyrene sheet called Plastikard, and their cement, Mekpak, and quite a number of model shops are now starting to stock them, so perhaps this difficulty will be short-lived. Secondly, as with all new media, very little has been written on how to use plastics for modelling. I hope that this, and my next, article, will help to clear up a few points.

Best material

Plastics come in all types and forms, so it is as well to make it clear at the beginning that I am talking about high-impact polystyrene sheet, into which category Plastikard falls. This is, I think, quite the best material for general modelling purposes, and by using it with care you will produce models of a far higher standard than you would with wood and card. There are, of course, exceptions to every generalisation, and I will not claim that plastic is better than card every time. Later in the articles I will return to this point with some examples.

Probably the greatest point in favour of plastic is its strength. Not only is it much stronger than card of equal thickness, but it also has no grain and is impervious to damp. It is also perfectly smooth and has none of those irritating whiskers which seem to grow on card until it is shellacked. Plastikard is available in standard thicknesses from .01 inch to .06 inch in .01 steps, and is easy to work with the simplest of tools; it can be cut, scored, drilled, tapped, filed or sandpapered.

Whilst you can use polystyrene cement with it, there is no doubt in my mind that the best method of joining it is by means of a liquid solvent applied to the joint with a fine brush. You get a much neater and stronger bond in this way—the joints are, in fact, welded, *ie* the mating surfaces are actually melted and fused into each other. It is surprising, too, how much more easily you can get the solvent into the right place with a brush than you can by messing about with tubes of cement.

Words of wisdom

It would, however, be most unwise of me to leave the question of solvents without adding a most serious warning to anyone proposing to use them. They are highly inflammable; you must *never* smoke in the room where you are using them, and you must have good ventilation whilst they are in use. It is no good thinking these instructions apply to all other fools and dunderheads—I mean YOU. So do not think you can get away with it modelling in front of the fire, or having a quick drag on a cigarette. An explosion or fire might kill somebody *else* (if you are that sort of fool, nobody is going to be sorry for you) and the fumes drawn through a lighted cigarette or pipe can produce phosgene gas —so you have been warned!

Solvents for adults

I strongly advise that juniors should be allowed to use only non-inflammable polystyrene cement, whilst solvents should be left to responsible adults.

It does help to cut down your smoking bill, so that is another point in favour of plastic modelling! Lastly, if the material really needs anything else to recommend it, its surface is ideal for painting as it does not need any preparation or priming. Of course, only oil-based paints can be used—cellulose finishes will reduce plastic to a horrible bubbly mess.

So much for its advantages, what about the debit side of the picture? I must admit that I do not like it for scenic work nearly as much as I do for loco and rolling stock construction, although it still has its uses. Its smooth surface, which is so good when it is simulating metal in the prototype, is a real disadvantage when representing brick, stone or concrete. Here the slightly rougher texture of card or wood is much more suitable. It is, too, of course, more expensive even than Bristol Board, and so there is no point in using it for the shell of a building which you are going to cover up with brick-paper. For the comparatively small amounts used in loco or rolling stock construction the price question need not loom large.

Mark with pencil

In many respects working in sheet plastic is more like working in card than metal. Marking out should always be done in pencil, as scoring spoils the surface. A single-edged razor blade is about the best tool for cutting out, particularly with the thinner types of sheet. For the thicker plastics a jewellers' piercing saw with really fine teeth or a Trix razor saw work well. Using a modelling knife raises a ridge along each side of the cut, and if you have to use this method, these ridges have to be sandpapered smooth. Sheet plastic is like glass in one respect: if you score or half cut along a line you can break it cleanly by bending. Unlike glass, however, it will always crack *along* the line!

(To be continued)

Copyright, Mike Bryant, 1963.

Layout realism—*Continued*

where, but don't have it butting into the back-scene square on. Spirit it away behind some buildings, banks or trees.

Some of you cut Airfix or other buildings in half, to use in half-relief. A great idea, but the shallow appearance is noticeable when the buildings are viewed from the side, and this can be disguised with trees, among other things.

It has been argued that scenic work is easier than building rolling stock, or locos. People who have tried to reproduce every leaf in a tree or every carving, moulding and piece of stained glass in a Gothic building, would probably disagree.

Fortunately, the argument is correct regarding the kind of scenic work most of us want to do. For all that is necessary is to make an overall picture, acting as a convincing background to the railway. Simple but good models are more convincing than bad ones of over-elaborate prototypes. The *average* chap will find eventually his level of skill, and what he likes making, and will leave the rest to the kit makers.

SHIPPING NOTES

by A. J. Day

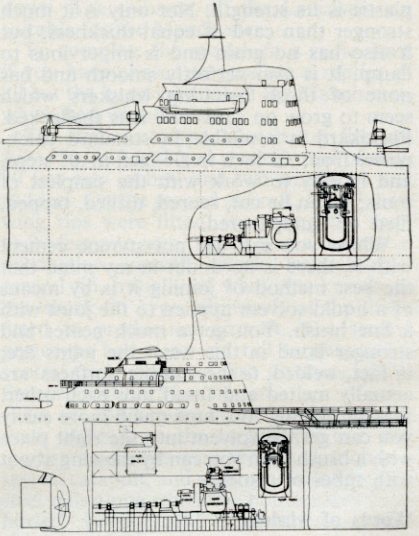
THE other day, I read in a publication produced in North Wales—miles from the customary satirical centres of Oxford, Cambridge and the Metropolis—that the difference between Russia, America and ourselves is that Russia has put a man into space, America has put a man into space and we can't tell a stork from butter.

Hardly rapier-like wit, but it has a message. Fortunately, as far as marine engineering is concerned, that particular message has misfired, for it was announced in Parliament by the Prime Minister in February that the Government have decided to approach the shipping and shipbuilding industries about arrangements for the building *on an economic basis* of the first UK nuclear merchant ship. Note the all-important words *on an economic basis*, for neither the American *Savannah* nor the nuclear-powered Russian ice-breaker is considered a commercial proposition.

'We have always been anxious not merely to build a nuclear engine which could propel a ship—that, of course, can easily be done,' announced the PM. 'What the Atomic Energy Authority and its experts have been concentrating upon is how to get a nuclear reactor which is economically attractive. We are now getting very near this point and the Minister of Transport will soon be discussing with all those concerned the arrangements for the construction, ownership and operation of such a vessel.' This statement came just over a year after the Minister of Transport announced that, instead of accepting one of the tenders which the Ministry had received from industry for a nuclear propulsion system for a large tanker, the Government had decided upon a vigorous programme of research.

The research programme

The research programme was decided upon because, although it would have been technically possible at that time to build a nuclear-powered ship, none of the systems then under consideration foreshadowed an economically - operated nuclear - propelled merchant ship. Since the programme was decided upon, it has been kept under review by a small group under the chairmanship of the Permanent Secretary to the Ministry of Transport. The group reports to both the Minister of Transport and the Minister of Science, and has the shipping and shipbuilding industries represented in its membership. In the first place, some six reactor systems were examined, but later, to expedite progress, research was concentrated on the two most promising systems: the Vulcain reactor (on which a joint programme with the Belgian consortium Belgo Nucleaire is under way, as a result of an agreement between the Atomic Energy Authority and the Belgians last May), and a water reactor known as the Integral Boiling Reactor, originated by the Atomic Energy Authority. Both these systems are considered to show reasonable prospects of development as economically - attractive commercial propositions. The research programme has been undertaken by the Atomic Energy Authority in conjunction with industry. In addition to research contracts with industry in respect of reactor design, technical and design work on ship specifications is being done jointly with the British Ship Research Association and the shipbuilding industry.



Diagrams of (top) *a* 9,300 *dwt dry cargo vessel, and a* 65,000 *dwt tanker—two of the ship types which are appropriate for construction as a prototype—showing location of their reactor compartments.*

At sea in 1967

If a decision is taken this year to build a prototype nuclear power ship, she could be at sea by 1967. The head of the nuclear reactor division of the Atomic Energy Authority, Sir William Cook, has stated that either of the reactors now proposed would be suitable for installation in a range of merchant ships from tankers of 30,000 tons to 65,000 tons dw, requiring 12/20,000 shp; dry-cargo and refrigerated ships of 20,000 shp; or passenger liners needing, say, 40,000 hp on two shafts. The two reactors chosen looked very promising. The AEA design might take longer to develop, but might be cheaper. Both could be shop-fabricated for easy installation and removal, and both appeared to come close to the target costs set by the research committee. For economic operation in a reasonable field of application, the capital costs for the 20,000 shp reactor unit must be in the region of £500,000-£750,000, and fuel costs in the region of 0.15-0.2d/shp hr. It is understood that provisional cost estimates made during the preliminary studies indicate that both IBR and Vulcain capital costs show reasonable prospects of coming within the target cost range. Naturally, much of the improvement in the economic standing of the reactors is directly attributable to the savings envisaged from series production of the complete reactors.

The Fleet in February

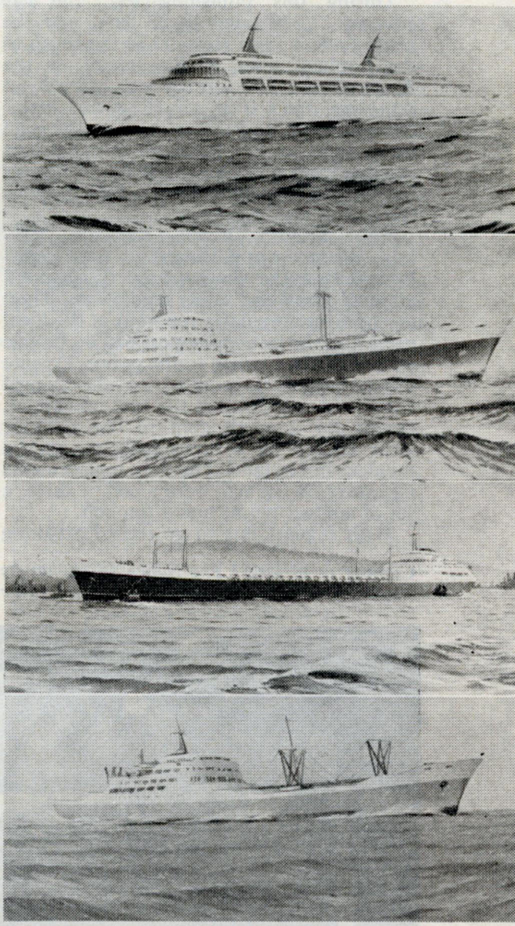
February was a particularly 'newsworthy' month as far as new ships for the Royal Navy were concerned. Hardly had the month opened than the Admiralty placed orders for the building of three Fleet replenishment tankers, two by Hawthorn Leslie (Shipbuilders), Limited, Hebburn-on-Tyne, and one by Swan, Hunter and Wigham Richardson, Limited, Wallsend-on-Tyne. These orders should help to relieve the serious unemployment problem in the area.

On February 15 HM Submarine *Oracle* was accepted for service with the Royal Navy—the seventh of the Oberon-class to complete. She was built by Cammell Laird and Co (Shipbuilders and Engineers), Limited, at Birkenhead. Oberon-class submarines are 295 ft 3 in in length, have a beam of 26 ft 6 in, and their complement consists of six officers and 62 ratings. On completion of her work-up, the *Oracle* was due to join the first Submarine Squadron at Portsmouth.

Just over a week after the *Oracle* was taken into service, HMS *Manxman*, formerly a fast minelayer, commissioned at Chatham as a forward support ship for coastal minesweepers in the Far East. She had been converted to enable her to act as 'mother ship' to eight minesweepers east of Suez.

And during the month no fewer than three new Tribal-class general-purpose frigates commissioned for service with the Royal Navy: HMSs *Gurkha*, *Eskimo* and *Tartar*. The new ships each have a standard displacement of approximately 2,500 tons, an overall length of 360 ft and a beam of 42 ft 6 in. Like the other 'Tribals' so far completed (the *Ashanti* and the *Nubian*) they incorporate revolutionary dual-purpose propulsion machinery. A further two Tribal-class frigates (the *Mohawk* and *Zulu*) are under construction in commercial yards, completing the seven ships of the class ordered by the Admiralty.

This month's illustrations are reproduced by courtesy of the United Kingdom Atomic Energy Authority.



Artist's impressions of (top to bottom) *a passenger liner, a dry cargo liner, a 34,000 dwt tanker, and a refrigerated cargo liner—some of the ship types which are appropriate for construction as nuclear-powered prototypes.*

ON ROAD AND TRACK

BY DARRYL REACH

NOT to be outdone by the recent Ford Anglia and Cortina marathons, the Rootes Group distributors in Helsinki, in conjunction with the factory, have just proved the performance of a Hillman Super Minx under the worst weather and road conditions of a Scandinavian winter.

During this punishing test, the car covered 27,340 miles in 22 days, and the route took it from Helsinki in the south to the Lapland town of Rovaniemi on the Arctic Circle. The journey was carried out non-stop, apart from refuelling and maintenance stops, and the car was on the road for a total of 525 hours in temperatures ranging from zero Centigrade to -14 degrees Centigrade, averaging 52 mph for the entire trip.

Four Finnish drivers—Karlsson, Rikkila, Wessman and Helander—took eight-hour shifts at the wheel and strictly observed all local speed and safety regulations. Their progress was regularly reported in the local press and the test was supervised by mobile patrols of the Finnish traffic police. Despite the pounding it received on the rugged roads, the car finished the test unmarked, except for a small dent in the radiator grille caused by a night collision with a reindeer in Lapland. The only replacements necessary on the trip were a coil, a valve, a set of contact points and a fan belt.

With Jaguars due to go record breaking at Monza, in mid-March, endurance and record-breaking runs seem to be in vogue at the moment. Wonder what they'll think of next!

Coming in to land! The Super Minx, on its Finnish marathon, gets airborne after striking a drainage channel.

15 new models in 12 months

In the past 12 months, Ford have announced no fewer than 15 new models to the public, which must constitute something of a record in this country. The latest trio to appear from Dagenham comprise a performance version of the Capri, and two estate cars based on the extremely successful Cortina.

Speaking at a recent London Press conference, J. Allen Barke, managing director of the Ford Motor Company, announced that output of the Cortina had passed the 100,000 mark since production began last September and that 60 per cent of these had been exported. Production of the Cortina is now running at 1,200 a day. Mr Barke also had two other interesting facts. Ten per cent of all cars being sold in England today are, he said, performance versions of standard models. And estate cars now account for 12 per cent of the British market and over 10 per cent abroad.

In view of these comments, the introduction of the Capri GT and the two Cortina estate cars is particularly apt.

Though the exterior of the Capri GT is identical to the standard version (except for a 'GT' badge on the tail), beneath the bonnet and inside the car a number of changes have

Trio from Ford (top to bottom): *the Cortina De Luxe estate car; the Super version—showing its appetite for luggage; and the interior of the Capri GT.*

been made. The 1,500 cc five-bearing engine has been 'tweaked' to give 83.5 bhp by raising the compression ratio from 8.3:1 to 9:1, modifying the combustion chambers, using larger exhaust valves, a twin-choke Weber carburettor, an aluminium inlet manifold, four-branch exhaust manifold and a new camshaft.

These modifications increase engine power by over 25 per cent and give the Capri GT a claimed maximum speed of 93 mph. It accelerates from rest to 60 mph in 14.7 seconds and has a touring fuel consumption of 30 mpg. This sporting performance is matched by a powerful servo-assisted braking system employing nine-inch disc brakes at the front.

Inside the car, the individual seats are tailored in single-tone Cirrus pvc and a remote floor gear-shift controls the four-speed all-synchromesh gearbox. Below the crash-padded facia, with its simulated wood finish, is a supplementary instrument cluster comprising a rev counter, oil pressure gauge and ammeter. Price of the Capri GT is £900.

The Cortina estate car is being marketed in two versions—the De Luxe, with a 1,200 cc engine, and the Super, which has the 1,500 cc power unit. These two models share similar specifications, the De Luxe being distinguished by its single body colour, or two-tone finish with a 'flash' outlined in chrome on the sides, and the Super by the simulated wood finish of its side panels.

Price of the De Luxe is £683, while the Super costs £785. Buyers of the De Luxe model have the option of the 1,500 cc engine for an extra £30.

One of the most significant aspects of these new Ford estate cars is their load-carrying capacity—56 cu ft. This is due in some measure to the unusual fold-away action of the rear seat, which when not in use lies completely flat and does not encroach on the load space behind the front seats. Access to the load space is exceptionally good, through a one-piece tailgate, counter-balanced and rising well above head level to provide wet-weather protection for the load and the loader.

Claimed performance figures for the De Luxe version are a maximum speed of 76 mph, 0-60 mph time of 25 seconds and touring fuel consumption of 35 mpg. Comparative figures for the Super version are 82 mph, 20.5 seconds and 32 mpg, respectively.

Turbine challenge

For several years, the Automobile Club de l'Ouest, which organises the annual Le Mans 24-hour race, has offered a prize of 25,000NF (nearly £1,800) for the first turbine-engined car to complete the race at an average speed of 150 kph (93.5 mph). But so far, there have been no contenders.

This year, things look like being different. A joint venture is afoot by the Rover Company (who have carried out a tremendous amount of research on turbine-powered cars) and the Owen Organisation (builders of the BRM GP car) to run a Rover-BRM two-seater sports car in this year's race on June 15/16.

The body is being built on a chassis developed from last year's World Championship-winning BRM, which will be powered by a rear-mounted Rover gas turbine engine developed from the unit which powers the Rover T4 turbine car. This will be the first gas turbine car to run in an International motor race and, though Rovers have no immediate production plans for a turbine car, its progress will be watched with interest. Driving the car at Le Mans will be World Champion Graham Hill and his BRM team-mate Richie Ginther.

PROFILE

From Lancaster to Manchester

WHEN the Avro Manchester bomber had shown itself to be none too successful, Avro based a new design upon it, which became the legendary Lancaster. In appearance a four-engined version of the Manchester, the Lancaster was in reality much more, for its load carrying capacity and all-round performance were far in advance of its predecessor. Whereas it was the unhappy lot of the Manchester to have untried engines, which in service gave considerable trouble, the Lancaster had from its birth the successful Rolls-Royce Merlin.

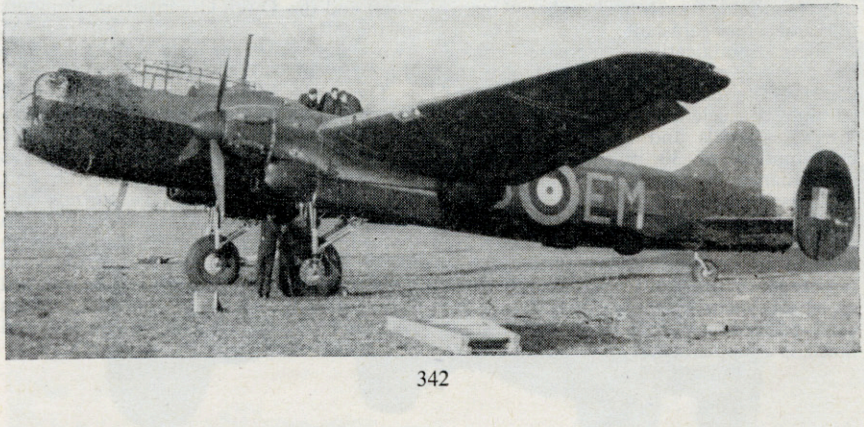
Having myself deprived an Airfix Lancaster of its outer engines when preparing a Beaufighter II, subject of last month's Profile, the production of a Manchester from the remains was clearly an attractive proposition. Mere thoughts where kit conversions are concerned are often attractive. The process of production is rarely simple, and in this instance calls for patience and dexterity, not to mention care. Bearing in mind that it is always best to utilise fully the available plastic parts, and only to resort to wood in the last instance, I set about building a Manchester.

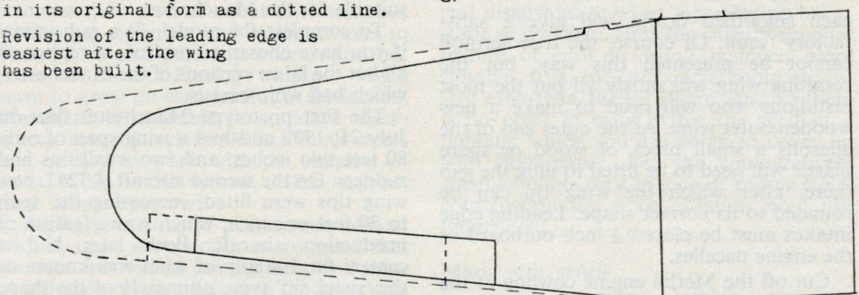
The Lancaster fuselage can be assembled as instructed. Some changes in cockpit layout might be made for, as with the Lancaster, some aircraft had dual controls. The most important modification—and one of the more difficult—is to remove the fairing from above the rear fuselage, into which the dorsal turret on the Lancaster would fit. The fairing must be completely cut away, and in its place a block of wood may be fitted. After having decided to retain the casting inside the fuselage, intended to hold the turret in place, I forced a wooden block into it, which roughly filled the gaping hole in the fuselage top, then proceeded to assemble the fuselage. The wooden block can be shaped neatly into form after the two sides of the fuselage have stuck together.

I later concluded that it would have been easier to cut away an oblong area when removing the turret fairing, since it would have been simpler to produce a neater fairing in its place. A dorsal turret was fitted to the majority of Manchesters, and on some there was a slight fairing around the base of the turret. This turret was similar in shape to that supplied with the Airfix Sunderland, so if you particularly want to build one of the later Manchesters you could acquire a Sunderland, rob it of its dorsal turret and complete it as a Mk 5 Sunderland.

The rear turret of the Manchester differed from that of the Lancaster and needs to be specially shaped for the model, for which purpose the dorsal turret of the Lancaster will serve. Cut away the portion meant to retain it in its well, then sand away one side at its base to produce the desired shape. Metal polish can be rubbed on to the plastic to bring back its clearness. The slit for the guns will need to be longer to accommodate the four guns in the turret. The shield ahead of the rear turret must be sanded down, and since the rear turret is slightly smaller than that provided for, the extreme tip of the rear fuselage will also

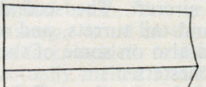
Manchester 1 *L7279:EM-B of* 207 *Sqn recorded at the end of* 1940. *After a spell of squadron service she found her way to the RAE for radio trials. Note her ventral turret.*



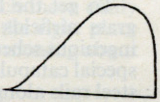


Modifications required to the Lancaster wing, shown in its original form as a dotted line.

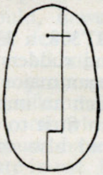
Revision of the leading edge is easiest after the wing has been built.



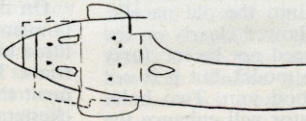
Tailplane for the 22 foot span unit.



Central fin for the Manchester.



Outer fin for the three tailed version



Engine modifications, Lancaster Merlin engine shown by dotted line.

need to be sanded back slightly. Similarly, the dome over the nose bomb aimer's position needs sanding, otherwise it projects too far forward. Needing reduction in height is the astro dome at the rear of the cockpit canopy. Cut the dome from the canopy, and ensure that it will fit snugly into the canopy after sanding its base.

The tail unit supplied for the Lancaster is suitable for a model of the later Manchester, or one modified to have twin fins and a 33-foot span tailplane. These aircraft had dorsal turrets, as already referred to. Yet, a rare opportunity to have a three-finned aircraft in the model collection is presented by the Manchester, by the choice of one of the three-finned examples, with or without a dorsal turret, as the model topic. To do this the tailplane needs to be shortened at each outer end to represent the 22-foot span type. The elevators need to have their outer corners cut at an angle, and they also need small cut-outs at their roots. The fins can easily be cut down to shape and size, whilst the centre fin will need to be carefully shaped in wood.

Although the Manchester's wing was basically similar to the Lancaster's, it had a span of 90 feet and a slightly different planform. An entirely new outer wing of wood is a ready solution, but with care, and an acceptance of the difficulty involved, the plastic wings may still be used for the Manchester model. First, cut off the wing tips, reducing the overall wing span to 15 inches. At the inner end of the cut-out for the ailerons, cut away another half-inch towards the wing root, to allow for re-setting of the controls. The ailerons, after assembly, will need to be given increased taper on their leading edges, to fit the new position and retain correct wing shape.

Next, assemble the wings as for the Lancaster, and let them dry thoroughly. Then, with a sharp saw, cut off the leading edges to have the taper indicated on the accompanying drawing. As a result there will be a gaping and somewhat disconcerting result! The two edges can, however, be easily stuck together on the outer portions, whereas inwards—after both surfaces have been sanded down—the space between them can be plugged with wood and the wing leading edges neatly reshaped. To ensure a clean appearance, several coats of paint,

Continued on next page

each smoothed down, will give a satisfactory result. Of course, the true aerofoil cannot be presented this way, but the resulting wing will satisfy all but the most fastidious who will need to make a new wooden outer wing. At the outer end of the ailerons a small block of wood or spare plastic will need to be fitted to plug the gap there, after which the wing tip can be rounded to its correct shape. Leading edge intakes must be placed $\frac{3}{4}$ inch outboard of the engine nacelles.

Cut off the Merlin engine cowling at the point where it joins the rest of the inner nacelles, and assemble the rest of the nacelle and undercarriage as for the Lancaster. The wheels in the kit are slightly too large for the Manchester, likewise the undercarriage well and doors. Both therefore need altering, and new wheels fitted.

Join can show

Stick the nacelles into place. Then trace out the cowling shape for the Vulture engines and fashion these from wood, so that they neatly fair into the old nacelle. The point of joining showed clearly on the real aircraft, so one need not be too fussy over this point on the model, but it is not difficult to make a good join. Two holes drilled into each radiator will enhance the appearance of the model. The exhausts, extra vents and the tiny fairings on the cowling—not to mention the large intakes above it—all need to be added after careful carving and shaping. As ever, good hard wood gives the best finish on the model, but if you decide to use balsa wood take great care to give it filling treatment with several coats of paint, for instance, smoothed down. The spinners off the Lancaster are suitable for the Manchester.

To complete the model, fit a radio mast if you have chosen to produce a replica of all but the latest versions of the Manchester, which had whip aerials.

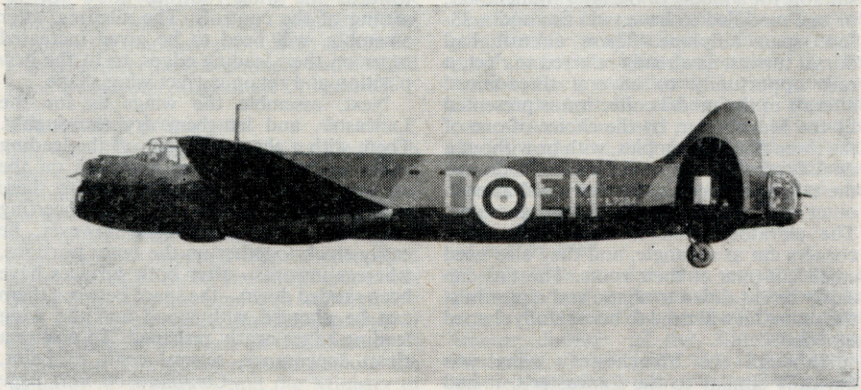
The first prototype Manchester flew on July 25, 1939 and had a wing span of only 80 feet two inches, and two small fins and rudders. On the second aircraft, L7247, new wing tips were fitted, increasing the span to 90 feet one inch, which was a feature of production aircraft. Both later had a central fin, initially of what was known as the 'shark fin' type, ultimately of the shape fitted to production aircraft. The second prototype had nose and tail turrets, and a ventral turret featured also on some of the first production Manchesters.

To get the heavily laden bomber off the grass airfields in the largely pre-war era, ingenious schemes were promoted, such as a special catapult, and what amounted to long steel rails along which the bomber was to be hurled. Fortuitously, hard runways were chosen as the best answer.

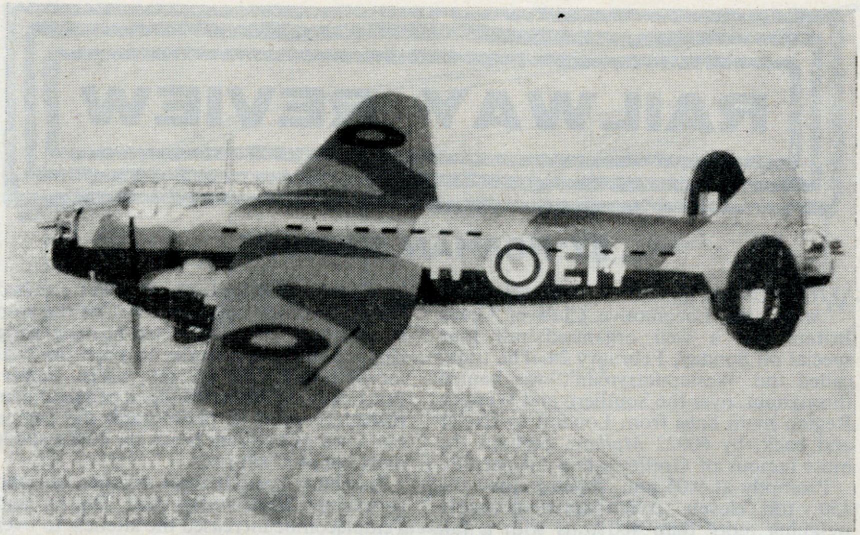
On the first Lancaster, BT308, a 33 foot tailplane and taller fins and rudders were fitted before the aircraft began major flight trials. This tail unit was such an improvement that it was decided to fit it to Manchesters retrospectively, and also to late production aircraft.

Two-hundred Manchesters were built, 157 of them by Avro as L7276-7325, L7373-7402, L7415-7434, L7453-7497 and L7515-7526, after which the remainder of the order — which had been for 200 aircraft—comprised Lancasters, Metropoltan-Vickers built a further 43, R5768-5797 and R5829-5841, before proceeding with Lancaster production, thereby completing their initial order in the Avro manner.

Performance and load figures attained by the Manchester on official trials, when



L7284 of 207 *Sqn, also photographed at the end of* 1940. *She was later operated by* 61 *Sqn, by which time she had a dorsal turret.*



The Airfix Lancaster can be rebuilt as a Manchester and is depicted here as a replica of L7288: EM-H of 207 Sqn, which was based at Waddington.

compared with those for the Lancaster, show how superior the latter was. They are given here bracketed after figures for the Manchester: Maximum speed 273 mph at 17,000 feet (270 mph at 20,000 feet at maximum weight); cruising speed 185 mph at 15,000 feet (216 mph at 20,000 feet); service ceiling 19,200 feet (20,000 feet); range 1,200 miles with 10,350 lb bomb load (1,600 miles with 14,000 lb load) or 1,630 miles with 8,100 lb load (2,250 miles with 10,000 lb load). A typical bomb load for the Manchester was 15 × 500 lb (14 × 1,000 lb). Whereas the maximum load for the Manchester was a little over 10,000 lb, the Lancaster without special modifications carried 14,000 lb, and this load was primarily governed by the space available in the bomb bay and not by weight-lifting ability.

L7288 was one of the early aircraft without a dorsal turret, which entered service in November 1940 with No 207 Sqn as EM:H and featured the 'A' camouflage scheme, which later became standard on the Manchester. At first, camouflage schemes were applied in the usual mirror image style. The black undersurfaces then terminated at a line joining the base of the nose turret and the wing leading edge, whilst aft of the mainplane the line extended from the wing root to the tailplane. The outer fins and rudders were black on both sides, squadron letters and serial were light grey. In the early weeks of 1941 the black areas on the fuselage sides were raised to terminate in a wavy line high up on the fuselage sides, and the central fin then became black. On aircraft where a change to twin fins was made, the black upsweep to the central fin was retained. L7309:EM-J had three fins and the early 1941 pattern, also a dorsal turret. Another was L7427 which, after an unhappy career with 97 Sqn, became OL:Q of 83 Sqn and was OL:J when she failed to return from operations in April 1942. She was a three-finned aircraft, at least when she was OL:Q. Another such was L7389:QR-J of 61 Sqn, featured in a forced landing, as a result of engine failure, close to the old airfield at Fowlmere near Royston. L7515:EM-S had twin fins, the SBA aerial under the fuselage fitted to nearly all Manchesters, and a straight line along the top of the black area on the fuselage, upswept to where a third fin would have been fitted. She was in use during the first three months of 1942 with 207 Sqn. Similar features were to be found on L7420, which had the red codes TV:P with a 'bar' above the 'P', red codes and narrow ring fuselage roundels which were coming into use when the Manchesters retired from front line service in the middle of 1942. Of the 200 Manchesters built, one third were lost on operations. Squadrons which flew the type were Nos 49 (*eg* L7398:EA-W), 50 (L7428), 61, 83, 97 (*eg* L7453:OF-X in use in September 1941), 106 (*eg* R5839), 207 and 408 which flew only one Manchester operational sortie. Nos 9 and 44 Sqns also used them when converting to Lancasters.

M. J. F. Bowyer

RAILWAY REVIEW

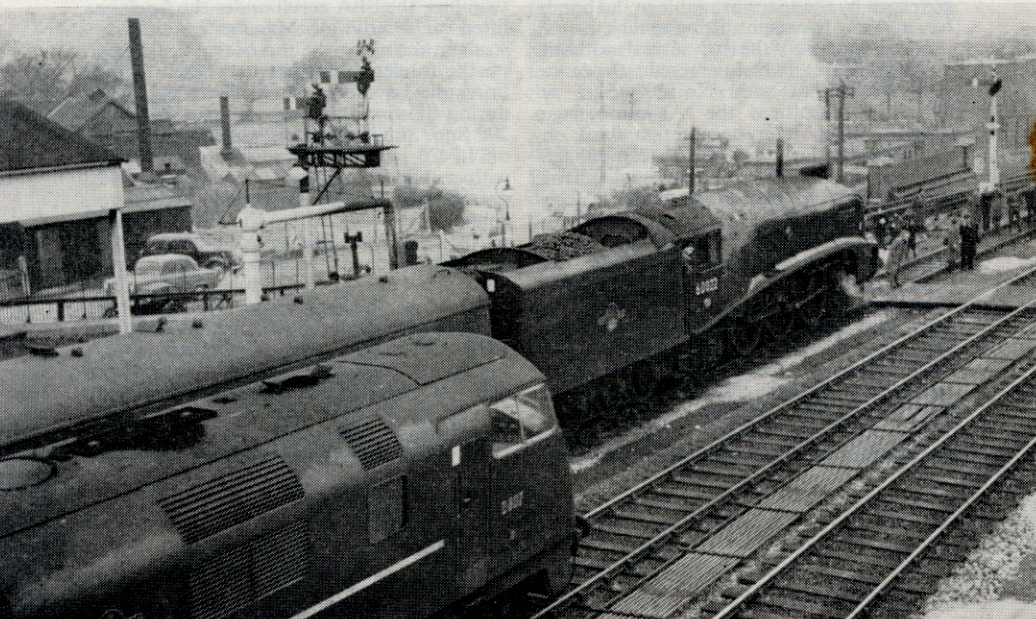
BY NORMAN SIMMONS

WITH the co-operation of British Railways, the Locomotive Club of Great Britain ran a well organised rail tour special on Sunday, February 24. The train, called the 'Westcountryman', was hauled throughout, over the Southern and Western Region main lines from London to Exeter and back, by 60022 *Mallard*, perhaps the most famous of Gresley's fine A4 pacifics.

Promptly at 9.05 am, *Mallard* eased the 450 - ton eleven - coach train—probably weighing more than 480 tons with a full complement of over 450 passengers—out of Waterloo. A diversion to the Windsor line was required to avoid permanent way works on the main line, which we eventually rejoined at Wimbledon after travelling via East Putney.

Progress was steady from Wimbledon through the London suburban area to Woking with a maximum speed of 72 mph at West Weybridge. The descent from milepost 31 accelerated the train to 75 mph beyond Farnborough, but a check at Winchfield resulted in the train being three minutes late at Worting Junction. This was the sort of incentive *Mallard* needed and after Ockley the speed rose, and by Whitchurch had topped 82 mph. Still *Mallard* increased speed and 90 mph was reached before Andover, and again before the stop at Salisbury. Here the coal-heaving gang climbed on to the tender to push the coal forward and top up the water supply. Practically the whole trainload of passengers rushed forward to photograph the engine but a sea of bobbing heads no doubt spoilt most peoples' efforts.

Salisbury was left three minutes late and permanent way checks near Dinton and Templecombe increased the lateness to over four minutes at Yeovil Junction, but by now *Mallard* was intent on making up the lost time and we were doing 90 mph again. All the way to Seaton Junction speeds of over 80 mph were recorded and 90 mph was reached again before Axminster. From Seaton Junction came the climb up Honiton bank. Photographers were everywhere along the lineside and what a magnificent sight it must have been to see the immaculate *Mallard* storming up the twisting 1 in 80 gradient. Speed did not fall below 35 mph in Honiton Tunnel and a thrilling dash down the other side, where a maximum of 92 mph was reached, brought us through Honiton station in roughly 8½ minutes from Seaton Junction—a magnificent time. Per-



manent way checks unfortunately spoilt the timing and we arrived at Exeter Central just one minute late.

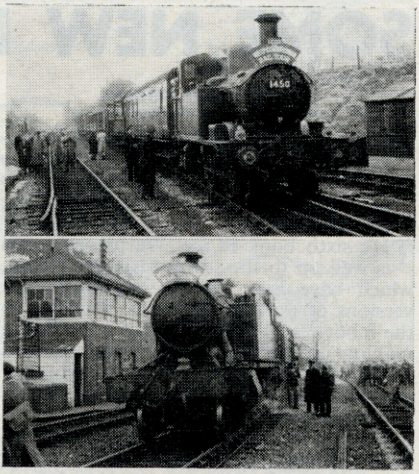
Here two WR 2-6-2 tanks, 4591 and 5564, took over the train whilst *Mallard* was refuelled and had a rest. The engine change lost us time and we were over eight minutes late leaving the Central station, but time was of no consequence up the quiet single-track line of the Exe Valley to Tiverton. Several local railway enthusiasts in cars followed our progress on the road which runs alongside the line in many places. From Tiverton we cut across country to Tiverton Junction, where the Hemyock branch train was to be seen waiting for the next leg of the journey.

Because of the numerous tight curves on the Hemyock branch, only short wheelbase passenger stock can traverse the line. The former Barry Railway coaches that have provided the service for many years—and were specially converted to gas lighting to run on the line, because the short run was insufficient to charge the batteries—were no longer to be seen but, instead, two LNER Thompson suburban brake seconds had taken over. They were coupled to no less than five assorted goods brake vans supplementing the restricted passenger accommodation.

One of the few remaining GWR 0-4-2 tank locos, 1450, provided the motive power. The novelty of travelling in the open verandah of a goods brake van was enjoyed by all, despite the chill wind.

The Hemyock branch—or Culm Valley line as it is sometimes referred to—simply cries out for modelling. The sharp radius curves, the short platforms and restricted siding accommodation of all the stations and the way the farm buildings, hedges and trees crowd on to the lineside are all features of model railway practice. At Hemyock the train-load of passengers descended on the small country terminus and still-cameras clicked and cine-cameras whirred. Beyond the station could be seen the modern dairy plant, which is the mainstay of the line as six-wheeled milk tankers are despatched and return empty every day.

By the time the Hemyock branch train returned to Tiverton Junction, *Mallard* had made her way back from Exeter and was to be seen again at the head of the special train. Once more photographers were busy recording the unfamiliar sight of a streamlined A4 pacific standing in typical Western Region surroundings with the WR atmosphere accentuated every so often by the passing of a Warship diesel-hauled train.



On the Exe Valley line and Hemyock branch, the LCGB special was hauled by WR locos 4591/5564 *and* 1450, *respectively.*

The return journey up the WR main line was hampered by delays and nothing spectacular in the way of performance resulted. A 28-minute late arrival at Paddington tells the sad story, but the trainload of enthusiasts were well satisfied with a most enjoyable trip. The extra time in the train was appreciated as an added opportunity to enjoy the excellent dinner provided by the dining car staff, and the company of fellow passengers. The photographers had the last word as, not to be daunted by the gloom of the arrival platform at Paddington, flash bulbs popped to record the occasion yet again. As I made my way to the tube I looked back at *Mallard* and wished her many more enjoyable trips such as the 'Westcountryman'.

Left: *Unaccustomed to meeting side by side, WR Warship D*807 *cautiously passes, and no doubt admires,* Mallard *waiting for the road at Tiverton Jc.* Right: Mallard *proudly wears this plaque, commemorating her world record for steam, set in* 1938 *at* 126 *mph.*

SOME NEW BOOKS

Reviewed by THE EDITOR

Sixth of a series

WARPLANES OF THE SECOND WORLD WAR—FLOATPLANES, Volume 6, *by William Green. Published by Macdonald & Co Ltd*, 2 *Portman Street, London W*1. *Price* 10*s* 6*d*.

THE sixth book in the 'Warplanes' series is well up to the standard of the others, which have now become the most used versions of war-time reference available to the model maker. They are of great use in making up the many marks and variants of the various aircraft now in kit form, and the convenient size of each volume makes them very useful where space is limited.

We can always complain that the photographs are too small and that there should be greater reference to serial and code numbers, but for the low cost of each volume one can hardly complain.

In the latest edition, many of the lesser known floatplanes are dealt with in hitherto unattempted detail. There are 74 types, of Canadian, French, German, British, Norwegian, Russian, American, Italian, Dutch, Japanese and Yugoslavian origin, all dealt with in photographic and plan form, together with extremely interesting and comprehensive details.

Useful for modellers

BRITISH NAVAL AIRCRAFT SINCE 1912, *by Owen Thetford. Published by Putnam and Co Ltd*, 42 *Great Russell Street, London WC*1. *Price* 63*s*.

THIS is the companion book to Thetford's *Aircraft of the Royal Air Force*, which was reviewed last month, and like it, is a revised edition. It is a complete reference book to all aircraft ever flown by the Navy, and contains full details of each type, a three-view drawing and some excellent photographs. For the model maker it is an indispensable reference book and worthy of the highest praise, both for its technical correctness and for the tremendous amount of useful information it contains.

Authentic record

BRITISH TANKS 1915-1945, *by B. T. White. Published by Ian Allan Ltd, Craven House, Hampton Court, Surrey. Price* 3*s* 6*d*.

BRITISH Tanks 1915-1945 describes and illustrates gun-carrying tanks of British origin designed or used during and in between the two World Wars. The fascinating story of the development of British tanks is described in one chapter, and includes many interesting details and photographs of some of the early experimental models. Detailed descriptions of each of the many and varied types are grouped together under their broad classifications, such as Medium Tanks (WWI), Light Tanks (inter-war years), Cruiser Tanks (WWII), miscellaneous prototypes, etc. This 72-page book is a most authentic record.

Publishers, please note

LONDON'S NORTH WESTERN ELECTRIC, *by F. G. B. Atkinson and B. W. Adams. Obtainable from the Electric Railway Society*, 14 *Sopwell Lane, St Albans, Herts. Price* 6*s* 6*d*.

THIS is a thoroughly satisfactory survey of the seldom published former LNWR electric services from Euston and Broad Street. Part one deals with the general history of the system from 1907 to 1961 (with a postscript covering events up to October 1962) and part two is devoted to a survey of the rolling stock. There are four appendices, an excellent map and reproductions of 16 photographs.

One of the attractive features of the book is the photo-litho method of printing used. Other publishers of similar limited-sale specialist publications should take note of how it has been found possible to produce a 48 page booklet of considerable merit at the exceptionally reasonable price of 6s 6d.

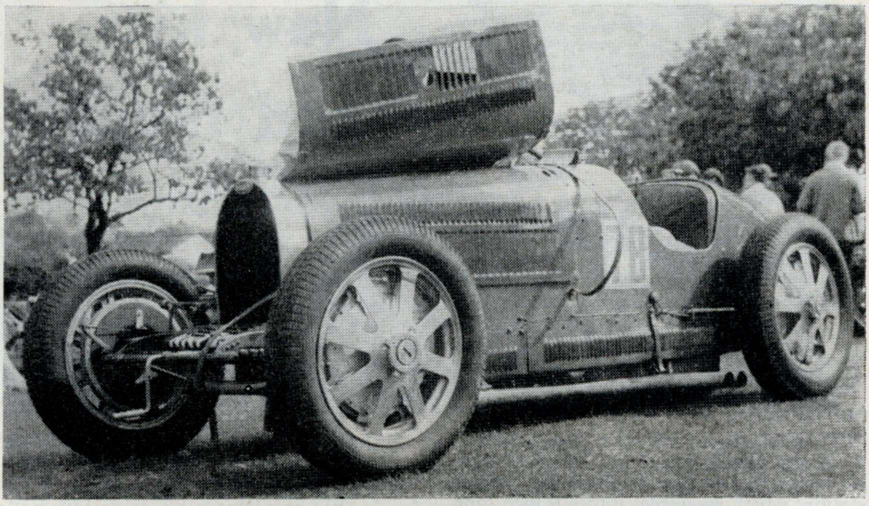
Second to none

THE GLOSTER METEOR, *by Edward Shacklady. Published by Macdonald & Co Ltd. Price* 35*s*.

IF you want a book giving full details of almost every Meteor aircraft built, this is the one for you as the author has gone to infinite pains to produce a book of reference second to none.

Technically it is as excellent as can be. There are one or two small points in the captions to certain of the photographs which don't exactly tie up with the text, but this is of minor importance.

From my own point of view I would like to have seen a little more of the overall history of the aircraft, and in this I suppose I found the chapter giving details of the Meteor's activities in Korea of most interest. One can't have everything, however, and Mr Shacklady's work certainly rates the highest praise for its painstaking search into detail.



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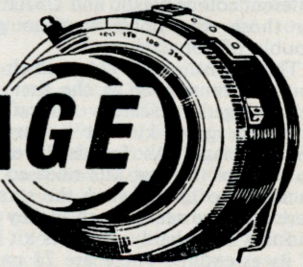
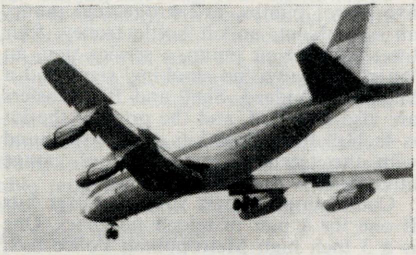
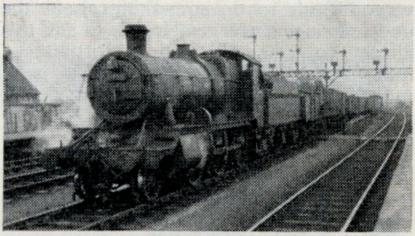


Picture of the month (*above*) was submitted by K. J. Clench, of London NW7, who took this shot of a T51 Bugatti at a Prescott hill-climb. *Below:* This Boeing 720B (D-ABOM) of Lufthansa was photographed by A. Christie, of London SE12, as it approached Heathrow. A few days later it made an emergency landing with a locked nosewheel.

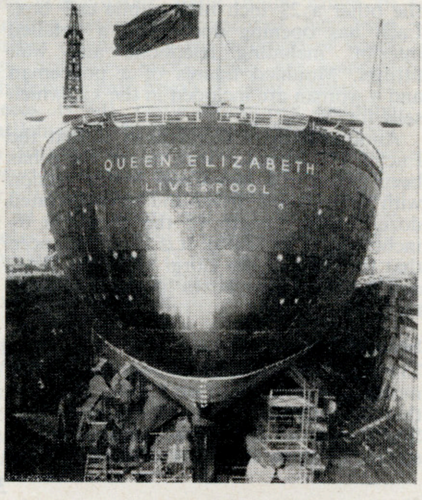


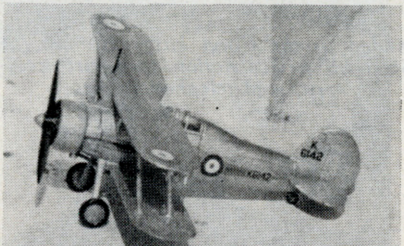


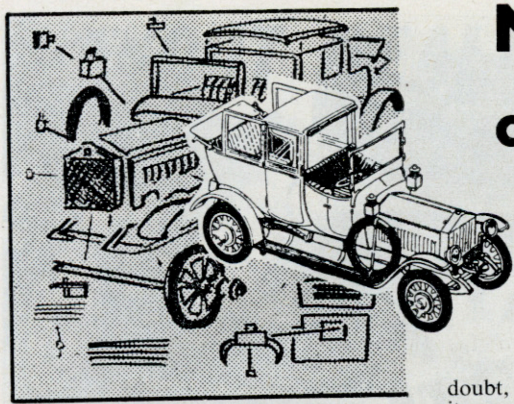
Above: WR 2-6-0, No 6335, heads a freight train through Oxford (R. Cornell, Cambridge).

Right: A. Dakers, of London W3, took this picture of the *Queen Elizabeth* in dry dock at Southampton.

Below: This Airfix Gloster Gladiator was built and photographed by B. T. Gibbins, of London E10.







New kits and models

LATEST PRODUCTS ON THE MARKET OF INTEREST TO MODELLERS

Service station in kit form

Three more new items have been added to the Corgi plastic kits range. The first is an accurate replica of a Shell/BP service station, which assembles into a 9 inch long structure consisting of showroom, office and store. Shell and BP transfers are supplied and the kit sells for 4s 11d.

To go with the service station is a kit of Shell/BP forecourt accessories, comprising two pump islands with canopies, five petrol pumps, a 2-stroke fuel pump, an oil cabinet, an oil bottle trolley, four litter bins, an air pump, a service sign, an 'open' sign, two 'no smoking' signs and a Shell/BP standard. Shell and BP transfers are also provided, and the price of the kit is 4s 11d. Both these kits can also be used with the recently released set of garage attendants.

Completing the trio of new Corgi kits is one for a pair of telephone boxes. One is a 3 inch high Metropolitan Police box, the other a 2¾ inch high public call box. Each has opening doors and a detailed interior, including telephone and wall fittings. Moulded figures of a policeman and a woman are included in the kit, which sells for 3s.

Another item of Corgi news is that the Euclid TC12 tractor with dozer blade has been issued in a new Corgi Major version with a removable driver and lever-operated dozer blade. Length of the model is 6½ inches and price 18s 6d. It is also announced that the price of the Corgi kit of the RAC and AA telephone boxes has been reduced to 2s 6d. *D.R.*

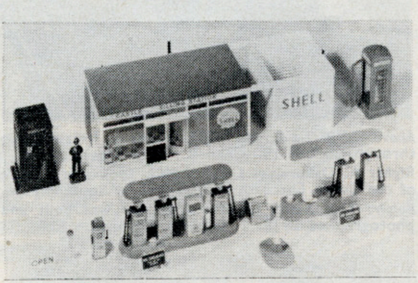
Second time round

Three aircraft kits received for review this month are re-issues from Hawk. They are the Convair XF-92A, North American SNJ Harvard and Republic F-84F Thunderstreak. Of these three, the SNJ is, without doubt, the most outstanding kit both for its accuracy and for the delightfully easy way in which it makes up.

The kit is to the ever-popular 1:72 scale and has 22 parts moulded in an orange-coloured plastic. Airfix have a Harvard kit for 2s, but this Hawk kit at 5s 11d is of the SNJ series which is a later post-war version.

The same manufacturer does an AT-6G Texan from the same moulds, but in a different colour plastic and USAF markings for those who don't want to go to the trouble of conversion.

The Convair XF-92A, which many of you will remember as the first American delta-winged research aircraft, is an extremely good kit but it hasn't got an undercarriage! As far as I remember it was one of the first kits released by Hawk back in the 1950s, when the standards set were nowhere near as high as they are today, and this is probably why this kit lacks part of its essentials. There are 21 parts to the complete assembly, and it shouldn't be very difficult to do something about the undercarriage if you really want to add this aircraft to your collection. Unfortunately, there are few books giving sufficiently good reference on the details, but I found



Added to the Corgi kits range are the Shell/BP service station, forecourt accessories and telephone boxes.

something in *United States Army and Air Force Fighters*, by Bruce Robertson, published by Harleyfords, and Ray Wagner's *American Combat Planes*, published by Macdonalds. Neither of these give undercarriage details, but a clue on the correct colour schemes will prove helpful.

The third kit from Hawk, the Thunderstreak, has 43 silver parts, but lacks a lot in its outline authenticity. The chief cause for comment is the shape of the fin and rudder and the canopy. It would appear that Hawk have been relying too much on plans of the Thunderstreak's predecessor, the Thunderjet, as by comparison the whole fuselage and tail unit is very similar to the latter.

To overcome this I scrapped the fuselage entirely and made up a wooden one from balsa, to which I added the tail-plane and wings. The nose wheel needed a little thining down as I found that this, too, was on the bulky side when compared with photographs and drawings. To add a little more to the authenticity I carved four long-range fuel tanks to fit under the fuselage and wings, and did away with the rockets that were supplied with the kit.

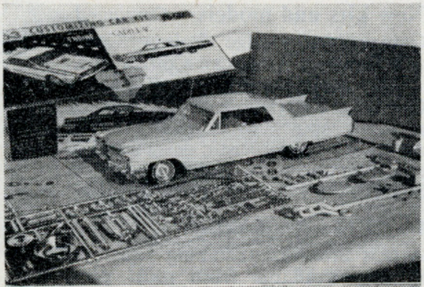
You may think that the criticism of this kit is rather severe but, taken all round, its general configuration and standard of plastic are very good. It depends on how much of a purist you are before carving up a kit of this nature.

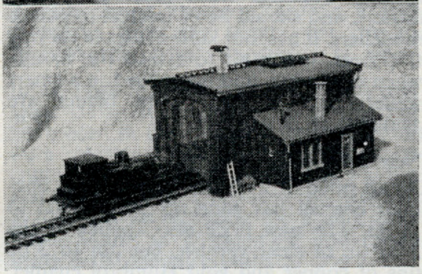
For the detail-minded model maker the scale of both this kit and the XF-92A is 1:72 and both retail at 5s 11d. These three Hawk kits were supplied for review by BMW Models, from whom supplies are available. *A.W.H.*

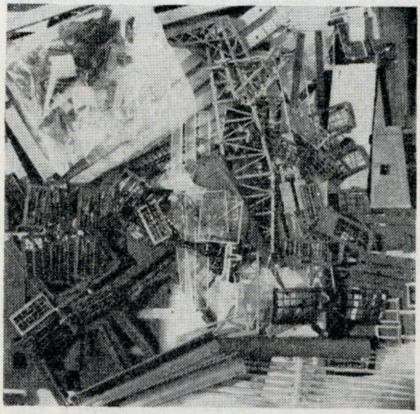
Up-to-date custom kit

The American Jo-Han firm are always bang up-to-date with their models, and the latest kit we have received for review is their 1963 Cadillac Coupe de Ville Hardtop. The kit is in the Jo-Han 'Build Three Ways' series and includes parts for race, custom or stock cars. Who can afford to customise a '63 Cadillac? For 17s 11d, the price of this kit, is one way, if only in 1:25 scale!

The parts are cleanly cast in light blue plastic, and very little trimming is required before assembly. One very fine feature of Jo-Han kits is the screw assembly of the bodywork to the chassis. This enables the stock car to be assembled before conversion to custom or race car, since the elaborate chrome front grille and front and rear bumpers are also assembled by the chassis holding screws, and they need not be cemented in position. The usual wide range of accessories includes a car telephone and television set and there is also a fine set of 'chrome' wire-wheel discs and knock-on hub caps. The hard rubber-tyred wheels revolve freely on metal axles.







Top to bottom: *Jo-Han Cadillac, Vollmer single-road shed, and the amazing array of parts which comprise the three-road Vollmer shed.*

We enjoy constructing Jo-Han kits and the '63 Cadillac was certainly no exception. It is only one of four 1963 model car kits all available from BMW Models at 17s 11d each. The others are the Oldsmobile Starfire Hardtop, Plymouth Fury Hardtop and Chrysler 300 Hardtop. Soon to be available, also at the same price, will be the Oldsmobile Starfire Convertible, Plymouth Fury

Continued on next page

New kits and models—*Continued*

Convertible, Dodge Polara Convertible and Rambler American Convertible.

Also available are two new Hawk kits. One is for a free-lance design 'Monte Carlo' powered sports car, price 11s 9d. This model is of a futuristic design and is powered by rubber bands. The second is for a Studebaker Hardtop, price 5s 11d. *N.S.*

Useful tool for modellers

A new Steadfast trimming knife, price 6s, is now available from most good tool dealers, and should be of interest to plastic modellers. It has four knife blades of varying thickness, which all fold into the handle when not in use, and is supplied in a smart wallet. Sets of four spare blades are available at 2s 6d a set. *D.R.*

New paint prices

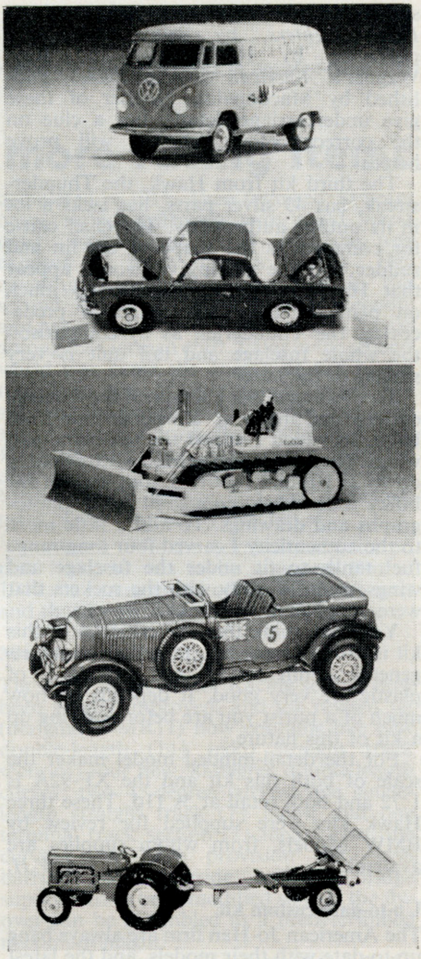
Retail price of 2 oz tins of Humbrol one-hour enamel has gone up from 1s 6d to 1s 8d. The new price also applies to the 2 oz tin of clear varnish, but not to 2 oz tins of copper and gold Humbrol enamel, which remains at 2s 6d each. *D.R.*

A chopper from Aurora

We have recently received for review the Aurora Kaman HOK-1 helicopter, in ¼ scale, moulded in dark blue plastic. The odd shape of this machine brings with it a novel form of construction in the model, but after a little head-scratching to understand where all the 35 parts went I was soon able to get it together and, although I didn't have time to try it, I should imagine that there is sufficient room in the fuselage to install a battery and small electric motor to make the blades work very realistically.

Alternative markings for Navy, Army, Air Force or Marines are contained with the kit, but I would suggest that, as the basic plastic is already coloured dark blue, this would be the best colour scheme to adopt when finishing. You could then produce a very good replica of the Navy version of this helicopter and one which would be an excellent addition to any quarter-scale collection. The price of the model is 8s 9d, from BMW Models, who supplied our sample.

This company also ask us to remind readers that, following many requests, they have now re-imported new stocks of several 1:48 scale Aurora aircraft kits. They include the Halberstadt CL-2 (11s 9d); Fokker D-8 (8s 9d); Curtiss Hawk P6E (11s 9d); Boeing F4B4 (8s 9d); and HB-1C Chinook (23s 9d). A revised Hisairdec sheet (GER2B) of German 1:72 and 1:48 scale aircraft markings is also available, price 7s 6d, but owing to a shortage of supply of these excellent sheets, all orders are being dealt with in strict rotation. BMW's monthly bulletin has also been given a new look, and is now produced in booklet form. Cost is 6s a year (7s overseas). *A.W.H.*

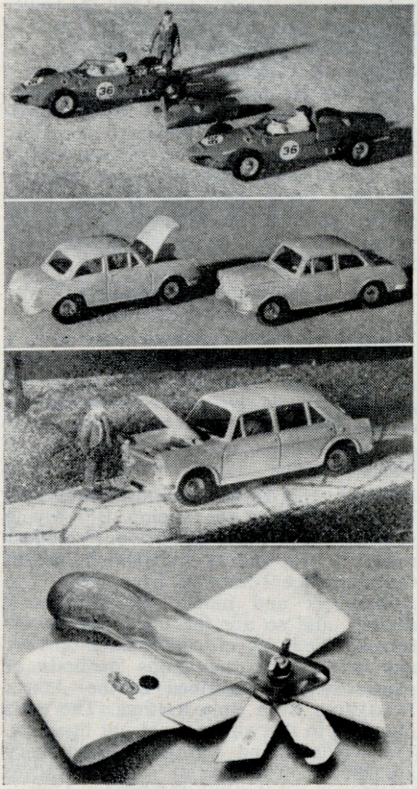


Top to bottom: *Corgi VW delivery van, VW Karman Ghia* 1500 *and Euclid TC* 12 *dozer; Matchbox* 4½ *litre Bentley and Fordson tractor and trailer.*

Headlights, but no battery needed

New Corgi models have been appearing thick and fast in recent months. Latest to be announced are two Volkswagens with new features. Most significant is the new lighting system fitted to the Volkswagen 'Toblerone' delivery van. Known as 'Trans-O-Lite', the system works without batteries and employs natural reflection to transmit light from twin roof studs, through two transparent rods, to the headlamps. Any light source will work the system and the headlamps can be 'flashed' or extinguished by moving a finger over the roof studs. Finished in light blue with authentic 'Toblerone' lettering, the model has seats, steering wheel and Glidamatic suspension. It is $3\frac{5}{8}$ inches long and sells for 5s 3d.

The second new VW model is a Karman Ghia version of the 1500. It has a host of features (more, claim Corgi, than any previous model) including an opening bonnet, released by upward pressure on the removable spare wheel, a front luggage compartment with suitcase, an opening boot with another suitcase, and a lifting transparent cover over the detailed rear engine. The underside detail of the engine is also reproduced on the die-cast chassis, and there is more luggage simulated inside the car behind the rear seat. Other features include seats, windows and Glidamatic spring suspension. Length of the model is $3\frac{5}{8}$ inches and it sells for 5s 6d. *D.R.*



Top to bottom: *Dinky Toys GP Ferrari, VW* 1500 *and Morris* 1100; *and Steadfast trimming knife.*

New racing car series

Three more new Dinky Toys make their appearance this month. They are a Volkswagen 1500 (4s 11d), a Formula 1 Ferrari (3s 11d) and a Morris 1100 (4s 6d). The VW 1500 has an opening bonnet, containing a removable suitcase, and also features four-wheel suspension, Prestomatic steering, 'windows', seating, dashboard and steering wheel. Length of the model is $3\frac{1}{2}$ inches.

The first of a new Dinky series of racing cars is the Formula 1 Ferrari. Finished in authentic Italian racing red, it has a removable engine cowl giving access to a replica of the famous V6 $1\frac{1}{2}$ litre rear engine. Additional features are four-wheel suspension, racing numbers, Scuderia Ferrari insignia, a curved screen, driver and exhaust pipes. Our chief criticism of this model concerned the join between the upper and lower body halves, which is rather too prominent. The model is $3\frac{1}{2}$ inches long.

First new Dinky Toys model to be made to the larger scale of 1:42 (which will eventually become the standard Dinky scale) is a Morris 1100, which is $3\frac{1}{2}$ inches long and has opening bonnet (revealing the transverse engine), Prestomatic steering, four-wheel suspension, seats and windows. *D.R.*

OO/HO gauge loco sheds

We only had time last month to mention briefly two new Vollmer OO/HO gauge locomotive sheds, but we have since had the opportunity to assemble these kits and study them more thoroughly. Without doubt, they are masterpieces of plastic building kits. There is so much attention to detail and obvious painstaking thought given to their design. All the brickwork and roofing tiles are in relief and are realistically coloured. The plastic glazing fits perfectly into the window frames which, in turn, fit perfectly into the walls. Everything, in fact, fits perfectly and practically no trimming is required and definitely no painting.

The doors are hinged and designed to clear Marklin, Hornby-Dublo and other high rail track. One interesting feature of the doors, which illustrates perfectly the attention to realistic detail, is the imitation cracked glass in some of the window frames. Both sheds have 'foreman's offices' which can be fixed either side of the single road shed or on the left side of the three-road roundhouse. The roofs can be made

Continued on page 356

Readers write . .

LETTERS TO THE EDITOR

LETTERS to the Editor can only be answered in the magazine. However, we are always pleased to receive your comments and pictures, which will be considered for publication. Readers whose letters are published each receive a free Airfix kit of their choice. Submitted material and pictures can only be returned if accompanied by a stamped addressed envelope, and the Editor cannot accept responsibility for safe keeping of any such contributions, neither does he necessarily agree with comments expressed by correspondents in the letters column.

Well received

I have just completed one of the latest kits in your Fighting Vehicles series, the Scammell 30 ton tank transporter, and I am writing to tell you that, in my opinion, this is the best kit yet produced under the Airfix label, and certainly the best value for money on the market. How such a detailed model can be produced with so many working parts for 3s is beyond me.

However, I have two criticisms to make. The first is that in both the kits I have bought of this model the small pulley unit (part 47) has not been complete. One wheel and part of the framework is missing, presumably the plastic has not fully penetrated into the mould. Secondly, in order that the front axle pivot is correctly fitted, I found that it was necessary to file the inside of the tool box (part 54), to prevent it fouling the 'A' frame of the track-rod. These are only minor points which in no way detract from the excellence of this otherwise perfect kit.

I would like to take this opportunity of suggesting a series of modern cars, vans and commercial vehicles, to OO scale. I feel sure that such a range would get a very warm reception from the model railway fraternity, if from no-one else. I imagine that the Scammell Scarab was greeted with great delight by these people when it first appeared, and a model of a heavy goods lorry, possibly with alternative rigid or articulated chassis would be almost as popular, not to mention a cheap source of cars to fill the neglected roads I have seen on too many photographs of railway layouts.

One more point I would like to raise, this time on the subject of transfers. Having made a particular model, anyone desiring to construct another of the type is faced with the problem of different markings. With some kits it is possible to rearrange letters or numbers, for example the Airfix Pz Kw V Panther tank has the transfer numbers 102. This can be rearranged into 201, 210 or 120.

Returning to the joyful railway modeller with his Scarab. Having completed one in BR colours, he gleefully buys another, with visions of a fleet which would give any transport manager a nightmare. When this poor unfortunate arrives at the moment of applying the decals, he is faced with three alternatives. One: have all the markings identical (this thought alone would send any keen 'detail' man to the nearest nut-house!); two: rearrange the 3/32 in 'CE 5479 E' lettering, resulting in a lop-sided CT 7954 E or similar; or three: paint his own numbers, at which point the average modeller either gives up or rushes for the smelling salts. Would it not be possible to manufacture transfers with different markings? These could always be sold seperately by the model shops.

Looking at my model Scarab as I write, I have just realised how bare the trailer is, where are the 'Load 3 tons' and the trailer numbers? Also, I have yet to see a Scarab with a white triangle on the front. Is it too difficult to reverse the dies and have a white outline and lettering on a black background? Comparison of the photos of Mike Bryant's Scammells in the December Airfix Magazine with the photos of full-size prototypes makes this point painfully obvious, along with the absence of a central strut in the windscreen, a point which I rectified with a short length of Slater's 'Microstrip'.

R. A. Cowgill, Newcastle-on-Tyne.

The tank transporter certainly seems to have been very well received. We hope to be publishing an interesting kit conversion article, based on this vehicle, in the not too distant future—Ed.

Fortress variant

I thought that readers would be interested in the variant of the Boeing B17 Flying Fortress that I made out of your excellent model. It was one of the French Institut Geographique Nationale from Creil. The chin turret and mount are completely deleted, and so are the upper and lower turrets. The holes left can be filled up with any one of the numerous methods of plastic surgery described in the Airfix Magazine from time to time. The guns mounted in the windows are not fitted on. The windows and rear gun transparency are left on. The aircraft is overall silver and is now registered F-BGSQ, which is ex 44-85594 of USAF. If two are wanted the sister ship can be converted in the same way; this is registered F-BEEA. This differs slightly in not having a window in the door on the starboard side.

Also is it possible for any reader to supply me with information on the following three aircraft which are in the Military Museum at Kalemagden Park, Belgrade. They are Spitfire V Serial No 9486, Hurricane II serial No 9539 and a Fiat G-50bis. The first two are blue grey overall with national markings on wings, fuselage and fins. The Fiat carried the chequered shield of the Croatian Air Force and had no visible serial number.

FRANCOIS PRINS, Jnr, All Souls Church
House, Langham Place, London, W1.

More American bombers wanted

After just buying the Airfix Flying Fortress, I would like to take this opportunity to say what an excellent kit I found it to be. The accuracy and the transfers were up to the usual high Airfix standard, and I particularly liked the interior details—the figures and bulkheads.

I hope that the B17 is paving the way for more American war-time bombers. Models of the B24 Liberator, B25 Mitchell and B29 Superfortress would help swell the Airfix ranks. Although Japanese models are soon to be available in this country, imported from Japan, a few of their warplanes from British model firms, to join the lone Zero, would not go amiss. I am sure that many modellers would agree that it is high time kits of seldom-seen Russian and Italian aircraft were manufactured by model companies.

JOHN GRAY, Galashiels, Selkirkshire.

Porthole and radiator realism

I should like to pass on a couple of tips, that may or may not have already been thought of. The appearance of the Airfix *Queen Elizabeth* model can be greatly improved if the windows and portholes are painted in, using Humbrol midnite blue for the best effect, *not black*.

This is somewhat tedious, but no great care need be taken with the promenade deck windows as long as all interior surfaces are covered. Simply 'fill up' the windows, and as the paint can be allowed to come over the edges, at this stage, the job can be done quite quickly.

When the paint is thoroughly dry, rub down the whole length with fine grade abrasive paper, (used wet) and all surplus paint will be quickly removed revealing every window sharply etched.

AIRFIX DREWRY COMPETITION

Full details of the prizewinning entries will appear in our May issue.

The portholes require patience and a steady hand. Using a Treble 'O' sable brush, sufficient paint is used to enable each porthole to 'fill' automatically when barely touched by the trush.

Unfortunately there is no short cut to the painting of the bridge and other windows, but the completed model is well worth the effort involved.

Many aircraft models can be greatly improved by the addition of radiator detail, instead of a black painted patch or a yawning hole! This can be done simply and very effectively.

Properly shape the radiator opening and make a card or sheet plastic portion which can be fixed inside to blank off the opening. To this stick a piece of foil from a cigarette packet, trimmed to size and painted matt black on the *duller* side. (The brighter side will give a furrowed instead of a raised grid effect.)

The only other precaution is to ensure that the 'grid' is properly aligned in the radiator opening.

W. J. LINCOLN, Bray, Berks.

Three-point plan

As a regular reader of your magazine, and equally regular assembler of Airfix kits, undoubtedly the best possible value in the modelling field in the world, I would like to make the following recommendations.

(1) Wheels of all railway rolling stock to be moulded in one piece, making for much truer running.

(2) Continuance of the former practice of including in kits one or more transfer variants, allowing several variations of each model to be built. The slight increase in production cost would be more than covered by the many enthusiasts who would make all variants.

(3) This follows from No 2. An ideal example for this would be a 'private owner' railway wagon with transfers for several owners. There are very many modellers who would build all possible varieties.

P. HOLTON, Epsom, Surrey.

Traction engines wanted

I take AIRFIX MAGAZINE each month, and find it most interesting, in particular the reviews of new plastic kits. It appears that nearly every item of interest is now produced in kit form by one or other manufacturer, except traction engines.

I wonder whether it has occurred to you to investigate the possibilities of producing some of these fascinating engines in plastic kit form, which it may even be possible to

Continued on next page

New kits and models—*Continued*

removable to give access to stubborn locos inside. The rainwater drain pipes help to locate the roof in position.

Both these shed kits could be used on a British-style layout. The window and door frames in green plastic might need repainting, but this can easily be accomplished before assembly. The small single-road shed would be ideal for a small country branch line, where it would make an excellent overnight resting place for an 0-6-0 tank locomotive. The three-road roundhouse will hold three large Pacific locomotives or six small tank locomotives, or combinations of the two.

The detail fittings on these models include dummy lamps with finely detailed 'wrought iron' brackets, telephone box and bell, telephone wire insulators, stack of logs for lighting up the locomotives, notice board, frosted glass roof lights, ventilators, etc. Practically all the instructions are in German and only a few notes are printed in English. This does at first cause a headache, especially as the illustrations are very small and a little difficult to follow. Assembly does, however, become obvious as construction progresses.

The kits are not cheap, the small shed costs 25s and the large three-road shed costs £4 19s, but these high quality kits are good value at this price and can be well recommended. Our samples came from BMW Models, where further supplies are available.

Super-detailed Bentley

A splendid 1:52 scale model of a 4½ litre supercharged Bentley is the latest in the Matchbox Models of Yesteryear series. It replaces an early model introduced in 1955 and, 3½ inches long, it sells for 4s. The detail is first class, no less than ten instruments being visible on the dashboard. There is a plated outside handbrake, authentically detailed. Other plated parts include a folded screen, steering wheel, headlamps, supercharger, and front number plate. Racing numbers and Union Jack transfers depict the car as it was when it competed in the 24-hour Le Mans races of the 1930s. Another very pleasing feature of this excellent model is the wire spoke wheels and a spare wheel mounted forward of the passenger's door. First-class value at 4s.

New in the Matchbox King Size series is a Fordson tractor and farm trailer, to 1:42 scale and selling at 5s. 6d. The complete outfit measures 6¼ inches overall and the imitation hydraulic ram on the trailer enables it to stay in any tipped position. *D.R.*

Readers write—*Continued*

motorise with one of the many small electric motors now on the market, especially if the kits were made to larger than the standard 1:72 scale.

I feel this may be a very suitable time to consider this possibility, as great interest is now being aroused among steam enthusiasts in both traction engines and railway engines, the latter already having been produced in very fine kit form under the Kitmaster label.

F. I. S. Carter, Halesworth, Suffolk.

Pen pal wanted

Eleven-year-old David Mills, of 3 Hermand Crescent, Edinburgh 11, would like to communicate with a pen pal in France or Australia, with interests in kit building and model electric cars. Those interested are invited to write direct to the above address.

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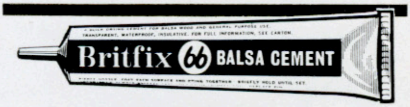

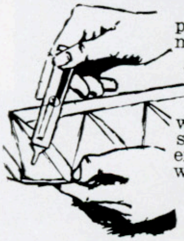

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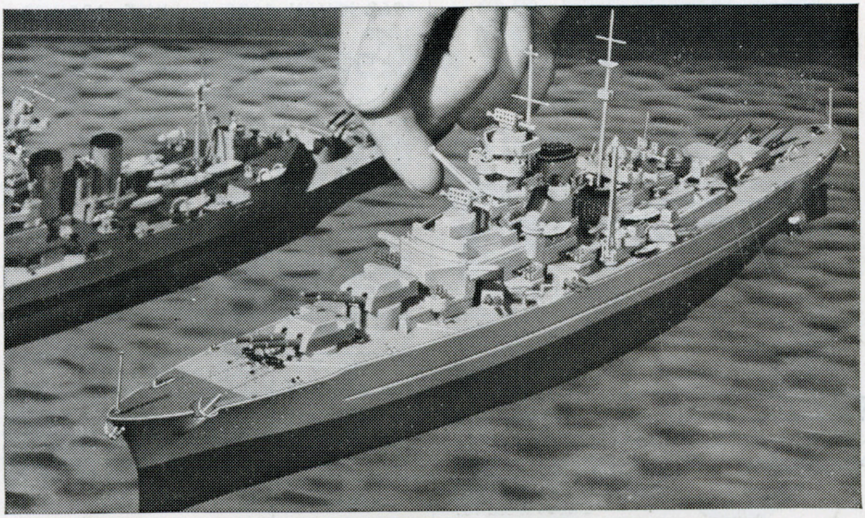

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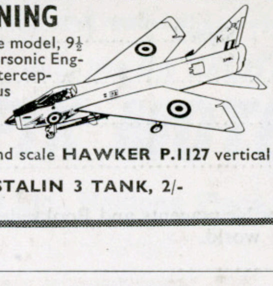

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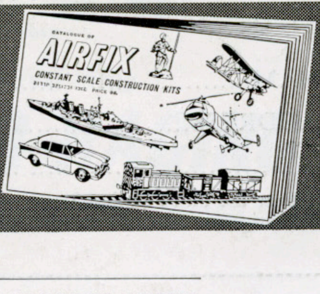

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